

The Hongkong Telegraph.

WEATHER FORECAST.
FAIR.

(ESTABLISHED 1881.)
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April 18th, 1912, Temperature a.m. 66, p.m. 70; Humidity...80, 72.

April 18th, 1912, Temperature a.m. 64, p.m. 64; Humidity...71, 73.

No. 8764

星期三 三月三年壬子

FRIDAY, APRIL 19, 1912.

五拜禮 號九十月四英港香

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TELEGRAMS.

THE TITANIC DISASTER.

Carpathia Declines to Answer Questions.

Taft's Request for Information Remains Unheeded.

[Service to the "Telegraph."]

New York, April 19, 1.15 a.m.

Reuter's correspondent at New York states, that the Carpathia was 300 miles eastward of Boston, at 4.30 on Thursday morning. A north easterly gale was blowing.

The Cunard officials do not think the Carpathia will dock before Friday.

HOW MANY SURVIVORS?

Doubt with regard to the number of Titanic survivors has been renewed owing to the issue of a White Star Message at midnight. "The Carpathia is now in wireless communication and reports that she has 705 survivors." It is doubtful whether this means exclusive of the crew.

TRIBUTES TO STEAD.

The newspapers devote columns to the career of Mr. W. T. Stead. They eulogise his brilliant writings, which, they claim, created a new era in journalism. Prominent references are made to his association with the late Cecil Rhodes and tribute is paid to him for having inspired Rhodes's will.

CARPATHIA'S SILENCE.

The Carpathia, though easily within the wireless zone, remains obstinately silent.

The Titanic relief funds are mounting rapidly. The Mansion House fund now reaches to over twenty five thousand pounds. The White Star Line has contributed two thousand guineas. Operatic and theatrical performances, etc., are being held to aid the fund.

AWAITING THE CARPATHIA.

London, April 18, 9.25 p.m.
The Carpathia is expected to reach New York at four o'clock to-morrow morning, London time.

No details will be available earlier as, beyond sending names of survivors, she refuses to reply to wireless enquiries. Even a message from Mr. Taft, asking for information, remains unanswered. The reason for her silence is not explained.

It is now certain that neither Mr. Hays nor Colonel Astor is saved.

ANTIQUATED REGULATION.

London, April 18, 5.15 a.m.

As a result of the Titanic disaster, agitation is growing on both sides of the Atlantic on the subject of the inadequacy of the laws and regulations governing the construction of ships and the use of wireless. There is an urgent demand in Great Britain for Government action to remedy the antiquated Board of Trade regulations with reference to the use of wireless. It appears there has been a controversy for years with the Board of Trade on the subject of the absurdity of the regulations which do not recognising the existence of ships of over ten thousand tons.

AN UNPLEASANT IMPRESSION.

There is a movement by the American Congress to abolish the reciprocal agreement whereby British certificates are passed in American ports, and vice versa, and to establish a Federal international control of wireless, and a Government patrol of the ice-zones. The "Times" New York correspondent states that Monday's widespread misimpression created the most unpleasant impression. The cause will possibly never be known, but the theory is gaining credence that it may have originated from people of vitriolic financial motives. One paper caused a sensation by the assertion that the loss of the Titanic was known to certain people eight hours before the news was published.

APPEAL TO WOMEN.

The "Daily Mail" appeals to the women of England for contributions for those who were dependent on the men who died to save the women on the Titanic. The journal opens the list with five hundred pounds sterling.

A CALL FOR HELP.

London, April 18, 5.15 a.m.

The Cincinnati has arrived at New York, and reports that at 11.10 on Sunday night she received an appeal for help from the Titanic, which was 530 miles away. After sending in the direction of the Titanic for half an hour she was told that "the Olympic was coming, and she was not needed." The Cincinnati resumed her course.

SWELLING THE FUND.

London, April 18, 3.20 a.m.

The following are a few of the subscriptions to the fund opened at the Mansion House on behalf of the dependents of the crew of the Titanic:—

King George, 500 guineas.
Queen Mary, 200 guineas.
Queen Alexandra, £200.
Morgan, Grenfell and Company, £2,000.
Edward Grenfell, £1,000.
Barings, £500.

The fund opened by the London "Daily Telegraph" amounts to £1,151. The Toronto Municipality has voted a donation of five thousand dollars for the families of the Titanic's crew.

TELEGRAMS.

TITANIC DISASTER.

KING AND PRESIDENT.

[Service to the "Telegraph."]

King George has wired to President Taft as follows:—

"The Queen and myself are anxious to assure you and the American people of our great sorrow over the terrible loss of life among American citizens and our subjects who were on the Titanic. Our two countries are so intimately allied by ties of friendship and brotherhood that any misfortune affecting the one must necessarily affect the other, and both are equally sufferers on this terrible occasion."

President Taft has replied thanking their Majesties for their message. He says:—

"The American people share the sorrow of their kinsmen over the sea."

INQUIRY DEMANDED.

A message from Washington reports that the Senate has adopted, without discussion, a Bill demanding a comprehensive investigation of the circumstances attending the Titanic disaster.

TITANIC'S BOAT ACCOMMODATION.

Mr. Sydney Buxton announced in the House of Commons that the Titanic had boat accommodation for 1,178 besides 48 lifeboats and 3,560 lifebelts. She was certified to carry 3,500 souls and had actually on board 2,205.

A FRESH SITUATION.

Mr. Buxton made a detailed statement as to the attitude of the Board of Trade regarding life saving appliances on passenger vessels. He said that recently a committee considered the question of increased provision. Now the Titanic created a fresh situation which must be considered, he hoped, without panic.

He was afraid he had no power to prevent racing across the Atlantic.

He was not prepared to express an opinion as to whether vessels should be prevented during the spring from taking the Northern route, but the matter would be so seriously enquired into and there must also be a full enquiry into the loss of the Titanic.

OFFICERS' REPORTED SUICIDE.

London, April 19, 4.5 a.m.
Reuter's correspondent at New York reports a statement that the captain of the Titanic has committed suicide. The only authorities for this are the passengers who assert that the chief officer also committed suicide. Three Italians were shot and killed in the struggle for the life boats.

OBITUARY.

MR. BERESFORD FOX.

[Service to the "Telegraph."]

London, April 18, 5 a.m.

A message from Toronto states that Mr. Beresford Fox, partner in the firm of Sir Douglas Fox, engineer, has died there.—Reuter.

TELEGRAMS.

THE TITANIC DISASTER.

THE BALTIC'S MESSAGE.

[Service to the "Telegraph."]

The Baltic has sent a wireless message to Liverpool to say that she has no survivors aboard.

OF INTEREST TO SEAMEN.

(Continued from Page 4.)
is to ship in this Colony. In my opinion it does not. The matter is I think concluded by the judgment of the Division of Court in the case of Ritchie versus Larsen 1809, 1, Q.B., 727. The Court held in that case that by the terms of section 21, section 140 applied to agreements made abroad; but that sub-section 1 (a) does not make the agreement void if the stipulation is for sum exceeding a month's wages, for the reason that the prohibition contained in sub-section 2 is confined to agreements made in ports of the United Kingdom. Now section 5 (3) of our ordinance is the substantial equivalent of section 124 of the M.S.A. and it follows therefore that the prohibition of section 140 (2) does not apply in this Colony. The third point taken for the defence therefore fails. But it fails also I think for another reason, which is that this agreement does not fall within the section at all, as it is not for an advance conditional on going to sea; it is not an advance note in the accepted meaning of those words. An advance note in typical form is given in the report of a case of Ritchie v. Larsen. Another is set out in the case of Bellamy v. Lunn, 8 Asp. M. C. 348, and there are other examples in the older reports. I come next to the fourth point for the defence, which was that this agreement is an assignment or sale of wages under section 103 (b). I am of opinion that this contention fails, as does also the suggestion that the agreement might amount to an allotment of wages. The matter seems so clear that it is unnecessary to discuss it at any length. All the points for the defence have therefore failed and I must give judgment for the plaintiffs with the costs of the action.

Mr. Russ asked that payment by instalments might be accepted, and Mr. Davidson said his clients would have no objection. It was a test case, and they would not take advantage of the decision in their favour.

THE EXTRADITION CASE.

Judgment Reserved.

The application for the writ of habeas corpus came to an end so far as the hearing of argument was concerned yesterday afternoon when their Lordships reserved judgment in the matter.

Mr. Alabaster submitted that there was not a scrap of evidence that the prisoner had committed any offence at all, other than the one of abduction. These so-called political offences were not offences for which he was wanted.

Mr. Justice Gompertz.—He says he has written articles against the Government in his newspaper.

Mr. Alabaster.—He says he has been offensive, and if a man is politically offensive he has committed a political offence.

Continuing Mr. Alabaster said prisoner did not say that they could be regarded under American or Filipino law as political offences. The argument was, he was to be punished without trial, for having written articles in Hongkong. He did not think he was straining a point when he said the argument practically amounted to a suggestion that the application was made mala fide.

TELEGRAMS.

U.S. AND MEXICO.

REPLY TO WARNING.

[Service to the "Telegraph."]

London, April 18, 2.55 p.m.

Reuter's correspondent at Mexico City states that Mexico has replied to the United States warning of April 15. It denies the right of Washington to admonish Mexico because the admonition is not based on any justifiable incident.

The reply affirms that Mexico is not responsible for acts committed in the rebellious territory though she will accept responsibility for every loss to foreigners legally chargeable to the Government.—Reuter.

SHIPPING COMBINE.

A BIG CHEQUE.

[Service to the "Telegraph."]

London, April 18, 7.55 a.m.

The transfer of the Union Castle line of steamers to the Royal Mail Steamship Company took place yesterday afternoon.

Sir Owen Phillips handed a cheque for £5,173,572—1s.—2d. to Sir Frederick James Mirrieles who gave in exchange transfers of all the Union Castle ordinary shares except about five hundred belonging to eight shareholders. This is the second biggest cheque ever drawn upon the Bank of England.—Reuter.

POISONING CASE.

SEDDON EXECUTED.

[Service to the "Telegraph."]

Bombay, April 19, 1.15 a.m.

Seddon was executed yesterday morning.—Reuter.

MR. ARTHUR SASSOON.

VALUE OF ESTATE.

[Service to the "Telegraph."]

Bombay, April 19, 1.15 a.m.

Mr. Arthur Sassoon has left estate valued at £650,804, exclusive of real-estate in China. The value of the property in the United Kingdom is £376,864. The Death Duties will amount to about £120,000.—Reuter.

AVIATOR'S DEATH.

ALLEGED SUICIDE.

[Service to the "Telegraph."]

London, April 18, 3.10 a.m.

Reuter's correspondent at Versailles reports that an aviator named Verrett has fallen a distance of 1800 feet and was killed. The newspapers allege that Verrett committed suicide, having quarrelled with his fiancée before ascending.

TELEGRAMS.

CHINA IN TRANSITION.

THE BIG LOAN.

[Service to the "Telegraph."]

Bombay, April 19, 1.15 a.m.

Japan has designated the Yokohama Specie Bank, and Russia, the Russo Asiatic Bank to represent them in connection with the Chinese Loan.

Every effort is to be made to hold a conference, as early as possible, in London or on the Continent to discuss arrangements.—Reuter.

MORE APPOINTMENTS.

Shanghai April 18.

President Yuan Shih-kai has appointed Fung Yuen-ping as Vice-minister of Communications and Ho Chung-an as adjutant general.

MILITARY TRAINING.

The provincial government in Hupoh is holding an examination of students who have completed a course of military training in China preparatory to sending them abroad to study as naval and military cadets.

THE NEW NOTES.

The Chamber of Commerce and the Educational Society have entered a strong protest against the circulation of the new notes of issue.

LLAMA IN TROUBLE.

President Yuan has expressed great irritation at the action of the Llama at Fulu in having imprisoned the representative of the Republican Government. He intends to send a punitive expedition to Fulu—"Shat Po."

CUSTOMS TO BE ATTACHED.

Shanghai April 18.

It is reported that the Diplomatic Body at Peking, in view of the small amount of customs revenue collected at the treaty ports, which is insufficient to guarantee the payment of the Boxer Indemnity, proposed to attach the revenue collected in Chinese customs houses as well.

A DIPLOMATIC THREAT.

The foreign ministers at Peking are said to have communicated with President Yuan Shih-kai to the effect that it is their intention to despatch troops to suppress the disorder in Kwangtung unless the Chinese effectively put the matter in hand themselves.

THE DELINQUENT WAN.

President Yuan has asked Wan Chan-yao to proceed north as soon as he has given up his duties as Commissioner for Foreign Affairs in Shanghai. Wan has replied by telegram refusing to move and suggesting that the Government would do better by raising small loans instead of endeavouring to borrow \$600,000,000 in a lump sum.

MEA CULPA.

In consequence of the revolt of the Kiang-si soldiery in Nanking Wong Hing has denounced himself to President Yuan and recommended the appointment of responsible posts of "Lo" Chi-cheung, Hung Sing-tin, and Yui Yu-ping, three able military officials.—Sai Kai Kung Yek Po.

TELEGRAMS.

TROUBLE IN SIBERIA.

RIOTING ON GOLDFIELDS.

[Service to the "Telegraph."]

Bombay, April 19, 1.15 a.m.

Reuter's correspondent at St. Petersburg states that a telegram has been received from Irkutsk to the effect that trouble which has been proceeding on the Lena Goldfields has culminated in rioting. Soldiers were summoned and fired on the workmen killing 107 and wounding 70.—Reuter.

FATAL DUEL.

UNHAPPY LOVE AFFAIR.

[Service to the "Telegraph."]

London, April 18, 6.40 p.m.

Reuter's correspondent at Berlin reports that Lieutenants Von Puttkamer and Von Ringon have fought a duel. The latter who is a nephew of the Minister for War, is fatally wounded. The duel is believed to have been the outcome of a love affair.—Reuter.

TROUBLE AT FEZ.

DETAILS LACKING.

[Service to the "Telegraph."]

London, April 18, 3.20 a.m.

Reuter's correspondent at Tangier states that a wireless message has been received from Fez to the effect that a portion of the Sherifian army and the population have risen in revolt. No details are available. The French garrison in Fez numbers about 1,500.

NEWS FROM SWATOW.

(The "Telegraph" Correspondent.)

Swatow, April 18.

Our Swatow correspondent writes:—Very little has happened since my last report. Woo and Lim with their respective soldiers are still here, but we are told that the former has telegraphed to Canton, asking that a transport be sent to convey Lim and his soldiers from here to that point. There are also several rumours regarding the discussions said to have taken place between Lim and Woo, as to the manner of payment to the former for leaving. The Swatow side are bargaining to make the payment as little as possible to Lim before leaving here, and as large a proportion of the amount as possible upon his arrival at Canton; on the other hand Lim wishes to get as much as possible before leaving.

General trade in Swatow is held in suspense in the meantime, but is much easier state of affairs exists in the interior.

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MONGOLIA	27,000	"	"	May 20	"
KOREA	18,000	"	"	June 18	"

INTERMEDIATE.

China	10,200	"	"	Apr. 23	"
Nile	11,000	"	"	"	"

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The S.S. "MUTTRA" will leave Hongkong for SINGAPORE, PENANG and RANGOON on the 29th April, 1912, at noon, followed by the S.S. "FULTALA" on 10th May, taking cargo and passengers at current rates. The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences. For Freight or Passage, apply to

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Notices

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TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m.	Every 15 min.
8.00 a.m. to 10.00 a.m.	" 10 min.
10.00 a.m. to 11.00 a.m.	" 15 min.
11.00 a.m. to 12.45 p.m.	" 15 min.
12.45 p.m. to 1.15 p.m.	" 10 min.
1.15 p.m. to 1.45 p.m.	" 15 min.
1.45 p.m. to 2.15 p.m.	" 10 min.
2.15 p.m. to 3.00 p.m.	" 15 min.
3.00 p.m. to 8.10 p.m.	" 10 min.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.30 p.m. every 15 minutes.

SUNDAYS.

7.30 a.m.	
8.00 a.m. to 10.30 a.m.	every 15 min.
10.30 a.m. to 11.00 a.m.	" 10 min.
11.00 a.m. to 12.00 noon	" 15 min.
12.00 noon to 1.00 p.m.	" 10 min.
1.00 p.m. to 5.00 p.m.	" 15 min.
5.00 p.m. to 6.00 p.m.	" 10 min.
6.00 p.m. to 7.00 p.m.	" 15 min.
7.00 p.m. to 8.10 p.m.	" 10 min.

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Extra Cars at 11.45 p.m.

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Hongkong, 23rd September, 1911. [42]

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Hongkong, 18th March, 1912, [246]

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Hongkong 16th Dec. 1911. [65]

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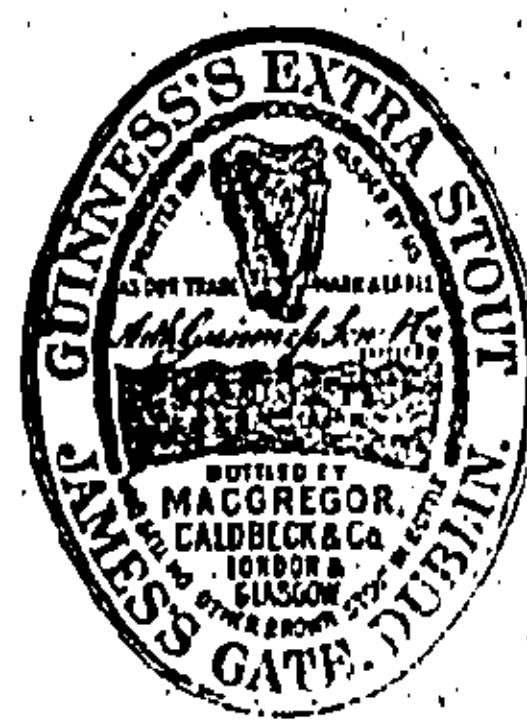
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Hongkong, 25th January, 1912. [46]



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Hongkong 30th Mar. 1912. [17]

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Later Car to the Peak.
Hongkong, 16th April, 1912. [806]

OUR
CONTEMPORARIES.

WHAT THEY THINK.

China Mail.

Canton Officials.

It is interesting to remember that whenever we have discussed with business Chinese the sums paid by the new Government to the new officials the universal reply has been that the salaries are usually too big, and more than they need and more than the people will be able to pay. Apparently a new standard of living is assumed and sufficient salaries are allowed to preclude the necessity of men being tempted to pocket moneys that do not belong to them. Whether this result will be realized remains to be seen. On the whole the list is, as we have said, interesting. It suggests that experience of things and knowledge gained abroad are esteemed at their proper value, and men have been selected for the new posts after careful discrimination. The payments are such as will render it unnecessary for the holders of these posts to purloin any of the funds that pass through their hands. Then it is not without interest that the public are now acquainted with the sums that are to be paid, so that in days to come when the accounts are audited the people will themselves know what is being done and how the money is spent.

Daily Press.

Compulsory Education for India.
In Great Britain there are some 111,000 women to some 35,000 male teachers in the elementary schools. India is scarcely prepared to follow that example; but this, we imagine, would not constitute a serious difficulty in India. The preponderance of women in the schools in England is due to the fact that they do the work cheaper than men. So far as Japan is concerned, though there is legislative sanction of the principle of compulsory education, that principle is not in fact required or enforced, for the people are keenly interested in education, and Sir Harcourt Butler informed the Council of India that 92 per cent. of the expenditure on education in Japan came from local taxation, and that education was so generally advanced and respected there that the elementary teacher draws a salary of over Rs. 50 per mensem on an average, as compared with about 8 or 9 rupees paid to teachers in India. How can any comparison, he asked, be made with Japan, having regard to its homogeneous population? It cannot be; but while the Government of India is unprepared to accept the principle of compulsory education they are preaching persistently the need for the diffusion of vernacular education and in recent years have set aside very large funds for this purpose. When the arguments for and against compulsory education in a country like India are carefully studied, it will be recognised that it is not at present a practical policy.

South China Morning Post.

Solving the Mystery.
The loss of the Titanic has awakened governments to a sense of their responsibilities on sea as well as on land, and viewed in this light the disaster has not been unmixt with blessing, and a terrible toll of life has not been sacrificed in vain. The stories of the survivors are now anxiously anticipated in the hope that some of the grim mystery attending the calamity may be elucidated. Whether the vessel struck the ice bow on at full speed, whether she was victim of a succession of shocks which ripped open her sides and thus prevented her water-tight doors from closing, whether she crumpled up forward to such an extent that she sank by the head, whether the force of the impact dislodged her internal supports; whether her electrically controlled safeguards failed to respond to the call from the bridge, whether she broke adrift or sank as a whole are all questions fraught with an important bearing upon the finding of the court of inquiry, which finding, it is hoped, will, in the interests of marine engineering and the safety of the travelling public have some influence in determining the course of future construction.

WOMAN'S WORLD.

MARRIAGE CUSTOMS.

Aristocratic weddings have been for some time tending towards a standpoint of elaborate simplicity, and at present all their arrangements, though very costly, are outwardly as plain as possible. Invitations are issued on plain white cards, never folded, and are often in black lettering than in silver. As a rule the type used is plain script (imitation of handwriting), and the design of course, is devoid of any ornamentation. The custom of wearing artificial favours is as dead as the Dodo—to the great regret of the wedding cake manufacturers, who noted a good profit out of them. White flower favours are generally worn now, and they usually represent the bride's name or her favourite flower.

One of the most fashionable peacocks weddings which recently took place was characterized by the use of only snow-white flowers for the decorations in the bride's house. All the tables were covered with lovely white flowers, which were in very flat low vases, the only raised effect being given by tall silver vases filled with white smilax. The effect was wonderfully charming, and seemed to harmonize with the bride's youth and beauty. At this and several recent society weddings it was noticed that the bride and bridegroom stood at the end of the room furthest from the door to receive their friends, the bride's mother standing at the first door, and shaking hands first as the guests passed in. This young bride also departed from the old going-away custom which demands that the bride shall go straight to her carriage when she has changed her dress, and in this case—and her example has been followed by several other fashionable brides—she returned to the reception-room and said goodbye to her relations and intimate friends. When she entered her carriage, however, the quaint old-fashioned custom of throwing a white satin slipper after it was strictly observed, and amid laughter and merry voices it was gaily thrown after her.

Rice is now displaced in favour of charming little silver horseshoes made of silver paper. These are handed round from silver horseshoe boxes by the pages or little bridesmaids, and not only have a prettier effect, but do a great deal less damage than rice.

The "Swastika."

The latest idea is that the "Swastika" is going to be adopted in place of the little horseshoes by a forthcoming Society bride. Thousands of them are to be fashioned of silver paper and thrown after her to bring her luck. The history of this little luck charm dates back to the earliest times, and the actual name is said by some writers to mean "divinity," and by others to be derived from two Sanscrit words meaning "well being." However that may be, the symbol has been in use as a charm amongst many nations as far back as the bronze ages.

In wedding cakes there can be but little change—the bride's favourite flower or the bridegroom's profession, if he be in the Army or Navy, are the more often chosen as designs. At some fashionable weddings the coats of arms of the two families are on the cake, or sometimes the interlaced initials of the bride's Christian and the groom's Christian and surnames.

Modern brides very frequently design their own cakes, but there seems to be no change of fashion in the little bridal boxes in which they send it away to their friends.

It is now quite a feature of modern weddings for the bride's people to place all the arrangements in the hands of a society journalist. He or she is generally well paid and deals with all the other Press representatives and sees that the papers get the necessary information and invitations. The idea which is still in its infancy, is practical, but does not seem just a little lacking in romance?

Powdered Coiffures.

The powdered coiffure adapted to modern needs has made its appearance in Paris. Women have been in search of something new in hairdressing fashions for some time back, and the modern version of the Pompadour pouf-coiffure, fashionable in an earlier generation, is likely to be extremely popular. There has been little variety for some seasons back in the arrangement of the hair. For a time a neat coil, or braid of hair swathed the head over a softly waved centre parting; then a modified chignon was introduced, but this quickly grew into huge puff and curls, and was then abandoned by well-dressed women, the Grecian coiffure, banded with ribbon, which held up little clusters of curls towards the back of the head, taking its place.

At the beginning of the autumn the fringe was to solve the hairdressing problem of the season, but Englishwomen would have none of it. In Paris women at once cut enough hair to give them a fringe across the forehead, but their English sisters, foreseeing a time of struggle with refractory locks when the hair would have to be long again, gave up all idea of being modishly coiffured rather than sacrificing their hair.

Another disadvantage of the fringe in England was the fact that it could only be becoming to very few women. The little straight fringe, with just a shade of curl in it, seemed the right thing for the round girl's face with perfect complexion, but here ended its possibilities.

The New Style.

The new powdered coiffure, of course, is for the evening, and instead of the hair being massed high on the head as in Pompadour days it is slightly parted in the centre and waved along the temples, covering part of the ears. The powdered tresses are then drawn up loosely from sides to back towards the crown of the head, where they are built up, not too pretentiously, into coils and puffs, with tiny curls softening any hard outline. When poised at the right angle the coils and puffs have a very charming effect, and to hold them in place one of the fashionable jewelled bands is drawn round the head.

Another version of the coiffure pouf shows the waved hair parted in the centre and simply drawn to the nape of the neck, where it is arranged in a series of coils. round the head, as a finish, there is a coil of twisted pearls, which clasps at the side with a pearl cabochon. Some women are parting the powdered hair from the forehead to the nape of the neck, and then arranging the tresses in shell fashion over the ears, the shell-like coils being plaited with strings of jet or pearls. The style is very quaint and curiously becoming to the youthful face.

A coiffure which is liked by the matron shows the hair waved all over, parted in the centre, and drawn to the back of the head, where it drifts into a rolled coil, softened where it rests on the neck with little curls. Black velvet ribbon is then threaded round the head, the ends being tucked under the coil.

Hairdressers and milliners, who work together in evolving new styles to harmonize with each other's art, are experimenting in ringlets and curls for day-time coiffures. With the present style of hat, which comes low on the head, extinguishing all sign of coiffure, something had to be done to soften the hard, unbecoming line between neck and hat, and for this ringlets and little curls are again being pressed into service.

TO-DAY'S RECIPE.

Calf's Head Pie.

Ingredients.—Half a calf's head, boiled until tender, three hard-boiled eggs cut into halves, some thin slices of bacon, cayenne, and grated nutmeg to taste, some good stock, rough puff pastry.

Method.—Cut the cooked head into neat squares. Lay thin slices of bacon at the bottom of a pie-dish, and then arrange the squares of head and the hard-boiled eggs on top, leaving spaces between for the gravy to form into jelly if the pie is to be served cold. Season to taste with cayenne and grated nutmeg, and pour over all some good stock. Cover with rough puff pastry and bake in a moderate oven.

HERE AND THERE.

How Belfast Got Its Name.

Belfast owes its name to a sand-bank, which was once formed at the mouth of the Lagan by the river stream meeting the ocean tide, and which no longer exists. The word is a modern adaptation of Belfairde (Ford of the Farside, or sandbank). Mr. Joyce, in his "Irish Names of Places," says "the term is pretty common, especially in the West, where these farsides are of considerable importance, as in many places they serve the inhabitants instead of bridges." The name, in a form slightly modified from the original, Belfairad, occurs in Mayo. "There is now a bridge," says Mr. Joyce, "over the old sandbank that gave name to the village of Farside, near Aghada, or Cork Harbour." The origin of this name is quite forgotten, and the people call it Farside and interpret it as an English word, but the name of the adjacent town, Ballynarisid (Town of the Sandbank), proves, if proof were necessary, that it took its name from a farside. Farside, or the Great Sandbank, is the name of a place on the Swilly near Letterkenny, where a bank once existed. As to the name Belfast, it is to be noted that Murray's Handbook says that "a fort is known to have existed at Bona-Fairad, the Mouth of the Ford, in 1178."

The Tape and the Royal Infant.

The "tape machine" which provides the clubs of Manchester with the latest telegraphic news was in a hurry the other morning and unwittingly provided club members with a joke. A message came through:—

Queen Victoria Eugenie this morning gave birth to a daughter. Members gathered around and were perplexed. Presently the machine ticked again—"After daughter read 'Both mother and daughter,'" &c.

Butress of a Decayed Throne.

The Prince of the Kartsin Mongols, the only viceroy against the scheme for Manchurian abdication, is a direct descendant of Kublai Khan and the Mongol dynasty ruling at Peking 550 years ago. About fifteen months ago the Prince cut a considerable figure in the first Parliament assembled at Peking. He was the "honourable member for Kartsin," and he distinguished himself by completely defeating the Colonial Secretary's perfunctory bill for "reforms in Tibet and Mongolia." The Chinese, practiced to "name" members by their seats, and the Prince's seat was No. 18. "The honourable No. 18" put such searching questions to the Colonial Secretary that the whole assembly rose in a body and cheered him to the echo. The result was the ignominious withdrawal of the bill.

Romances of Gretna Green.

The news that a volume of original certificates of marriages celebrated at Gretna Green between 1825 and 1844, signed by the contracting parties was sold at Sotheby's recently brings vividly to the mind an almost forgotten institution. Yet many famous names figure on those certificates, among them those of Lord Drumlanrig (afterwards Marquis of Queensberry) and Miss Caroline Clayton, daughter of General Sir W. R. Clayton, who discarded the post-chaise of tradition for a more speedy gallop on horseback. The last notable union at Gretna Green was that of Captain Charles Ibbotson and Lady Adela Maude Villie, daughter of the Earl of Jersey. The story of Lady Adela's grandmother, Miss Sarah Child, who also favoured the Green, and was not so vainly pursued by her irate parent, the founder of Child's Bank, is one of the most exciting in the annals of this romantic marriage mart. With the certificates goes also a marriage register in the hand of the famous John Linton, busiest of the sovereign obliging celebrants. In 1812 business was brisk. "Between four o'clock on Saturday morning (Martinmas Saturday)," says an authority, "and Sunday evening, not less than 45 couples were married by Mr. Simon Dentle, of the Sark Toll Bar, Gretna, besides all the business done in the same way by the worthy 'Bishop,' Mr. John Linton."

SHAKESPEARE "A BARBARIC HISTORION."

Voltaire's Scathing Criticism.

When Le Tourneur issued his French translation of Shakespeare's complete works, they became extremely popular with the French public. Voltaire was very wroth, and vented his feelings in the following letter to a friend: "I must tell you how angry I am for the honour of our den against a man called Tourneur, who is, I am told, Secretary of the Royal Library, but who does not seem to be the Secretary of good taste. Have you read the two wretched volumes in which he wishes us to consider Shakespeare as the only model of true tragedy? He calls him the God of the theatre; he sacrifices all French writers, without exception, to his idol, just as pigs were sacrificed to Ceres; he does not deign to name Corneille or Racine, but these two great men are involved in the general proscription without their names being pronounced. Already there are two volumes of Shakespeare's plays printed; one would take them for faring-plays written two hundred years ago. That knave has found the way to get the King and Queen and all the Royal Family to subscribe to his work. There are not enough insults, 'fool's caps,' or pillories in all France for such a scoundrel! The blood boils in my old veins when I speak of him. The most terrible part of the business is that the monster has a following in France; and to crown all these disasters and horrors, I am the man who was formerly the first to show to the French people, the few pearls I had found in his enormous dunghill; I did not expect that I was to help tread under foot the crown of Racine and of Corneille, to adorn the brow of a barbaric historion."

THE AFTER EFFECTS OF FEVER.

After fever—whether it be ordinary fever of the simple character or one of the serious diseases like Typhoid, the acute stage of Malaria, etc.—the unfortunate patient is always left in a condition of more or less prostration and collapse, with anemia of greater or less intensity, and a sensation of mental and physical weakness which makes him take an utterly erroneous and despondent view of his condition.

Obviously, the thought uppermost in his mind, the supreme desire of his existence, is to get better as rapidly as possible, to feel the warm blood coursing through his body, and to have that mental and physical grip over himself which are the characteristic sensations of perfect health. In achieving this desired end, nothing will have so rapid an effect as Sanatogen, which is known, the world over, as the most revitalising, the greatest restorative and the best recuperative tonic food in the world. Its reputation rests on the bedrock of medical opinion, as it is by the direct prescription of doctors everywhere that that reputation has attained the eminence it enjoys.

Its value has been strikingly set forth in the following words of a well-known physician, which every doctor will confirm. This doctor writes, over his own signature:—"I recommend Sanatogen highly, and prescribe it wherever necessary, thereby shortening the period of convalescence among my patients." These words coincide with those of the physician to the Queen-Mother of Italy, who writes:—"I have used Sanatogen with marked benefit in convalescence after long illnesses. I consider the preparation a most excellent tonic food."

The effects Sanatogen has wrought in the after treatment of all fevers, restoring the blood to the condition of health, reinvigorating the nervous system, building up the bodily strength and restoring the weight which has been lost, are facts which are easily verified by everyone, for they are within the knowledge of all doctors, and your own physician must substantiate them if you ask him. Sanatogen can be obtained at all chemists.

Notices

THE TAIWAN RAILWAY HOTEL.

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EXCELLENT CUISINE AND GOOD SERVICE. RATES 6 YEN AND UP.

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Hongkong, 1st Feb., 1912. [132]

KING EDWARD HOTEL.

Under Entirely New Management.

Thoroughly Renovated.

Excellent Cuisine.

H. HAYNES,

Manager.

Hongkong, 16th Jan., 1912. [135]

HONGKONG CORINTHIAN YACHT CLUB.

THE Club's Cruise will be held at Lai Chi Kok on SUNDAY, 21st inst. Ladies and Visitors' Races. Luncheon may be held ashore.

Leave Black Pier, 10.30 A.M. sharp.

ALEX. F. STORRIE,

Hon. Secretary. [318]

THE INSTITUTION OF ENGINEERS & SHIPBUILDERS OF HONGKONG.

King's Buildings.

A Smoking Concert will be held in the rooms of the above Institution on SATURDAY, April 20th, at 9 P.M. Admission by Ticket. Visitors are cordially invited. Tickets may be procured at the Institute.

W. J. TROAKES,

Secretary. [307]

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of the above Club will be held on SATURDAY, the 27th April, 1912, at 12.30 p.m., at the Office of the JOCKEY CLUB on the Ground Floor of the Hongkong Club Annex, Chester Road.

By Order,

T. F. HOUGH,

Clerk of the Course.

Hongkong, 18th April, 1912. [301]

HONGKONG ELECTRIC CO., LTD.

NOTICE.

ON and after May 1st, 1912, the charge for lighting fans, etc., will be reduced to TWENTY-SEVEN per UNIT, and the charge for Radiators and Motors to one's TEN per UNIT. DISCOUNTS WILL REMAIN AS AT PRESENT.

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 17th April, 1912. [312]

THOSE wishing to enter for the SOLDIERS' CLUB CRICKET AND FOOTBALL CHALLENGE SHIELD, Competitions should notify Mr. THORNHILL of the Soldiers' Club.

Entrance Fee \$5.

Hongkong, 2nd March, 1912. [218]

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Hongkong, 20th April, 1911.

J. H. TAGGART,

Manager. [25]

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Telephone 197.

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[22] F. REICHMANN, Proprietor.

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at BELLE VIEW HOTEL

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W. GALLAGHER, Manager. [26]

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their residences without any extra charge. On copies sent by
post an additional \$1.80 per quarter is charged for postage.The postage on the weekly issue to any part of the world is \$1.00
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The object of this paper is to publish correct information, to serve the truth
and print the news without fear or favour.

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Telephone: No. 1. A.B.C., 5th edition. Western Union

The Hongkong Telegraph.

HONGKONG, FRIDAY, APRIL 19, 1912.

THE DREAMS OF YOUTH.

Now that matters are settling down a little, at home and abroad, it may be pointed out that there is an essential connection, in spirit between the economic unrest in Britain and the political unrest abroad—the Young China movement especially. The Ibsenite formula: "The younger generation is knocking at the door" explains both, and the same danger faces both. No one who has the least acquaintance with the matter can avoid the conclusion that the calamitous strike at home would never have reached such proportions had the Minors Federation still been controlled by the older men of cautious temper and mature judgment. Men like Enock Edwards, John Burt and W. Abrahams, are nowadays regarded as out of date and of little account. The Federation to-day is driven by younger men, trained, many of them, at the Ruskin College and the Central Labour College at Oxford. They dream of a new heaven, these young men; their enthusiasm has run over; they are out to destroy the social and economic fabric reared slowly and painfully during a thousand years. They are the more dangerous in that they do actually believe in themselves and their dreams.

When enthusiasm, untimely by experience, breaks loose there is danger ahead alike for the individual and for the State. The example of the Minors Federation will be followed by other huge trade organisations, and there is much trouble and suffering to come which it is not pleasant to contemplate. A that trouble may, almost surely will, spread to other countries, where youthful dreamers and enthusiasts are waiting to light the torch of rebellion. Before experienced men first apply light to that torch they calculate the consequences, so far as they can be calculated. They make as nearly certain as is possible in this uncertain age that the flame will spread light and not destruction. The trade union leaders at home have not stayed to consider earnestly and cautiously what may result from their recent actions and on them will probably rest in the ultimate a responsibility few men would care to bear.

Youthful dreams, again, are spreading throughout the East. They raised Japan to the position of a first-class power; but they were dissipated in Turkey and in Persia. There are ugly realities now facing the Young Turks, and Persia has discovered that more enthusiasm and forms of government fashioned after Western models will not alone lead to stable government. There is more required, if success is to be achieved, than enthusiasm and high ideals. There must be solid character in the men behind the new movement. That is the lesson China must take to heart. Mere forms of self-government are of little use in themselves except there is in the new Government men with that character essential to successful self-government. The real source of Japan's greatness is the intense patriotism which has become a religion and which dominates every act. If the same patriotism can be fostered in China, slowly, it is true, but steadily, we shall not go far astray if we prophesy for her the eventual position of a great power. That success will not come rapidly; without patriotism and what-for want of a better word—we have called character, it will not come at all.

DAY BY DAY.

A people religiously right will
not long remain politically wrong.
As worship rises to heaven, justice
radiates on earth.

To-day's Paper.

'Latest telegrams touching the Titanic disaster appear on page 1. On page 4 appears a judgment of popular interest to seamen while on page 4 will be found a full report of an important meeting of the Ladies' Recreation Club. "Xaverian's" sporting notes will be found on page 8, as usual on Fridays.

Rumour is busy again with a tale that trouble is feared in Canton in the near future. At any rate it is certain that quite recently 5,000 troops were brought down from the north in a steamer belonging to the China Merchants Steam Navigation Co.

German Mail.

The German Mail which left Hongkong on March 20 was delivered in London yesterday.

Schools to Close.

The Schools in the Command will be closed on Monday, 22nd instant, on the occasion of the Hongkong schools athletic sports.

Final Dance.

The last fortnightly dance of the season, in connection with the United Services Recreation Club will be held at 9 p.m. on Saturday, April 20.

Smart Sentences.

A Chinese who stole a pump valued \$100 from a.s. China, was charged at the Magistracy this morning with the offence. He was further charged with returning from banishment.

For the theft he was sentenced to six months' hard labour and for returning from banishment he was sentenced to six months' hard labour, and four hours' stocks.

War Scenes.

We have had sent us by the Commercial Press, Limited, Shanghai, some neat little volumes of war scenes of the Chinese Revolution. The explanatory lines are printed both in English and Chinese.

Licensing Board.

A meeting of the Licensing Board will be held on Wednesday, May 1, to consider an application to transfer the publican's licence to sell by retail intoxicating liquors on premises No. 11 and 13 Nathan Road, Kowloon, under the sign of "The Station Hotel."

Leave of Absence.

Leave of absence on private affairs, to the neighbouring countries, has been granted to Captain H.K. Hughes and 2nd Lieut. J.A. Jorvis, 1st Bn. K.O.Y.L.I. from April 30 to May 14, both dates inclusive.

Forthcoming Wedding.

A marriage has been arranged between Captain John Bois, The King's Own Regiment, elder son of J. C. Bois of "Kingsley," Upper Norwood, late of Shanghai, and Edith Norah, younger daughter of C. C. Beardsley of Ulverscroft, Virginia Water.

Leaving for Home.

Mr. E. H. Pond, of Messrs. Brewer & Co., Stationers and Bookbinders, leaves the Colony to-day by the Austrian Lloyd steamer Koerber, for home.

Mr. Pond has resided in Hongkong for four years. Previously he was connected with Messrs. Brewer's Shanghai establishment.

The Ready-made Business.

It is reported by Siberian papers that not long ago the representative of the biggest English manufacturing firm in the town of Leeds, Nathan Ruben, left Harbin after concluding orders on behalf of Harbin and provincial Chinese firms to the value of 250,000 roubles for ready-made European clothing of light cotton material. It is stated that even Germany with her cheap costumes is not in a position to compete with England in this business, and that only Japan, thanks to her cheap labour, can rival her.

Japanese Naval Manoeuvres.

The usual autumn manoeuvres of the Japanese navy will take place on the Pacific from the middle of October to the middle of November. An attacking force will comprise the battleships of the First Squadron under the command of Admiral Dewa, and other vessels, while Admiral Uryu will be appointed Commander of the defending forces. Upon the conclusions of the exercises a naval review will be held in Tokyo Bay.

OF INTEREST TO SEAMEN.

ADVANCED PASSAGE MONEY TO BE REPAID.

An Important Test Case.
To-day's Judgment.

In the Summary Court this morning Mr. Justice Gompertz delivered judgment in the case of the Indo China Steam Navigation Co., against H. P. Robinson, the s.s. Wing Hon. The action arose over an advance to defendant made to him in London of £20.8.0 in order to enable him to pay his passage out. In a letter written at the time he agreed to pay the money back by monthly instalments. The case for the defence was that when defendant signed his articles the agreement by letter was rendered void, and further that it was against section 103 subsection B. of the Merchant Shipping Act of 1854, for the defendant to have to repay the money by instalments from his wages. The Act said: "An assignment or sale of wages prior to the accruing thereof shall not bind the person making the same."

Mr. Davidson appeared for the plaintiffs and Mr. Russ for the defence.

The Agreement.

The judgment was as follows:—This is a claim by a shipping company to recover from the defendant an officer in the mercantile marine, the sum of \$270.08, being the equivalent of £20.8s. advanced by the plaintiff company to the defendant for his passage money from London to Hongkong. The plaintiffs sue upon an agreement in writing in the following terms:—

"I hereby agree to enter the service of the Indo-China Steam Navigation Co. as third officer at a monthly wage of £9 per month, such pay to commence upon signing articles at Hongkong. This amount to be increased to £13 after six months' service. The cost of the passage out £20.8s. to be advanced by the Co. and to be refunded by me at the rate of £3 per month for the first six months and then at an increase in proportion to the pay until the balance is paid off, and I further agree to remain in the Company's service for at least twelve months from the date of signing articles in Hongkong. I agree to sail per s.s. Yorke leaving Southampton on August 30, 1910."

Yours faithfully,

(Signed) H. P. Robinson.

There are alternative claims for money lent and for money paid at the defendant's request.

This is, I take it, a test case, the object being to try the validity of the agreement under which the advance was made. It appears that the plaintiff company usually engages its officers in London on an agreement in this form, paying on their behalf the cost of the passage out to Hongkong. I rather gathered that the recovery of this advance is not always pressed for: the matter depending perhaps on the length of time the officer remains in the Company's service. But that after all is not a material point.

Defendant's Admission.

In this case action was not taken until the defendant had resigned his post after serving twelve months. He admits that the plaintiffs made this payment on his behalf. The question is now whether they can recover.

The defence is to the effect that the contract of service, good at common law, is made void by the special statutory enactments which govern the engagement of seamen. The first point is that the agreement is illegal as not being in a form approved by the Board of Trade.

Secondly it is urged that section 115 of the Merchant Shipping Act as to running agreement is contrary to sub-section 5 of that section.

Thirdly, it is said that the advance is irrecoverable under section 140 (2) of the Act and again that section 103 (B) applies, and the defendant is not bound by the agreement. It was also urged that the general policy of the Act as a whole is adverse to such advances which are contrary to its spirit. The law of this Colony relating to the Merchant Marine is found in the Merchant

Shipping Order of 1890, and in certain portions of the Imperial Act which have local application.

By section 41 of the M.S. Ordinance, 1890 so much of the provisions of the M.S.A. 1894 and of any Acts amending the same, which are in force in England and are inconsistent with the provisions of the Ordinance are repealed, so far as it relates to ships registered in the Colony, but in all other respects, are in force in this Colony. This is a broad general enactment.

Then sections (2) (3) and (4) reads as follows:—(I give the material portions only.) (2) No seaman shall, except with the sanction of the Harbour Master, be shipped to do duty on board a British ship elsewhere than at the Mercantile Marine Office.

(3) The master of every British ship... shall enter into an agreement with every seaman whom he engages in this Colony and carries to sea as one of his crew, in the... form and manner provided by the Merchant Shipping Act 1894.

Special Provisions.

(4) If the master of any such ship carries any seaman to sea without entering into an agreement with him in accordance with the last preceding subsection he shall be liable to a penalty not exceeding \$50. These subsections form an extension to the Colony of the special provisions relating to the engagement of seamen which are in force in England.

Now, coming to the first point of the defence, I will say at once that section 113 (1) of the Act has no application here, for the simple reason that the defendant was not, in the words of the section, "carried to sea as one of the crew from a port in the United Kingdom." He left England as a passenger on a mail steamer and his duties as a seaman did not commence until after he had landed in Hongkong. So far, then, the agreement is untouched by the Act. Did, however, the agreement become bad—its form is certainly not in accordance with the requirements of section 5 (3) of the local Ordinance—when the defendant shipped in Hongkong? In my opinion it did not, and for the very simple reason that this was not the agreement under which he shipped. The contract put in provides for articles being signed in Hongkong, and it is in evidence that articles were in fact entered into in due course. The law requires for the protection of the seaman a special form of shipping agreement. If this exists and is regular and in order, the law has nothing to do with the other agreements he may choose to make, as far as any rate as the mere form is concerned.

The Stipulation.

If however an agreement though not formally void contains stipulations which are contrary to law, either contrary to the general law because they are prohibited by express enactment or because they are inconsistent with the terms of a statute—(the Mercantile s.s. Co. v. Hall 1909 2 K.B., 423) then those stipulations are invalid.

Now the agreement sued upon has a stipulation that the defendant shall serve for at least twelve months from the date of signing articles in Hongkong. By section 5 (3) of the local ordinance agreements made by masters with seamen in the colony must be made in the form and manner provided by the M.S. Act 1894. Section 114 of the Act provided that the agreement shall contain inter alia as far as practicable the duration of the intended voyage or engagement, or the maximum period of the voyage or the engagement.

No Limit of Time.

There is no limit of time and I learn that the practice of the Harbour Office is to admit engagements for two or three years. But sections 5 and 6 of section 115 are as follows:—

(5) The agreements may be made for a voyage, or if the voyages of the ship average less than six months in duration may be made to extend over two or more voyages, and agreements so made to extend over two or more voyages are in this act referred to as running agreements.

(6) Running agreements shall not extend beyond the next following thirty-first day of June or thirty-first day of December, or the first arrival of the ship in her

port of destination in the United Kingdom after that date or the discharge of cargo consequent on that arrival.

The practice of the Harbour Office is in the case of engagements to serve on vessels engaged in the local trade to limit the period of service to a maximum of six months in accordance with subsection (6).

I think that this practice is correct and that sections 115 now applies here.

Defendant's Argument.

Now the argument for the defendant was as follows:—The vessels of the plaintiffs are engaged in the local trade, and the average length of a voyage being less than six months, the agreements must be running agreements and are limited to a duration of six months. The defendant on his arrival in Hongkong shipped under such an agreement and on its expiration he entered into another similar agreement for a period of six months. Even if section 115 does not govern the contract sued on yet as the section limits the agreement in the articles to a period of six months it is not competent for the seaman to make another contract for a longer period. If however he makes such a contract, it is inconsistent with the section and is therefore bad. Otherwise the provisions of Section 115 (6) would be a dead letter and would afford no protection to the class of persons for whose benefit they were enacted.

To Protect the Seaman.

Now I think there is much force in the contention. It was urged for the plaintiffs that although the seaman's service under the articles is limited by this section, that is merely because he is inured special liabilities under the articles, in respect of e.g. of desertion or refusal to do duty. These liabilities they say, the legislature was unwilling to impose on him for longer than a maximum statutory period. This objection would not apply to a collateral agreement at common law, the only remedy for a breach of which would be a civil action. But the argument seems to me unsatisfactory. There is no doubt that it is the policy of the act to protect the seaman, sometimes as much against himself as against his employers.

If on certain voyages the law forbids him to bind himself under the articles for more than six months I fail to see why he should be allowed to bind himself for a longer period by private contracts. True, the remedy for breach is a civil action for damages, but it must not be forgotten that in some jurisdictions, notably in this Colony, a man may be taken to prison for a civil debt. On the whole, I think the stipulations for a service of twelve months could not be enforced against a defendant on an agreement where section 115 applied. This does not, however, altogether conclude the point. There is no express mention in the agreement sued on of the nature of service to be undertaken. True, the plaintiffs' vessels are mostly engaged in coastal trade and of course the agreement eventually made in the articles was a running agreement, but this in itself does not make the agreement sued on bad on the face of it. It was not set up for the defendant that the plaintiffs are limited by their memorandum of association to coastal voyages.

Yearly Agreement Valed.

I have no evidence on that point and I cannot therefore assume that it will be ultra vires for the company to send a vessel or vessels on voyages of greater duration than six months. Should they decide to do so, an agreement for service of twelve months or more might be perfectly valid. Under the special circumstances of this case I have said that I think that the agreement for twelve months' service could not have been enforced against the defendant. But that is not now the issue, for he has in fact completed the service agreed on. The question is whether the fact that he might have successfully resisted the enforcement of this stipulation had he chosen to do so makes the whole agreement void. In my opinion it does not. I am inclined to think that this agreement, which, as I have said, is good on the face of it might even in the circumstances of this case have been good as a contract to serve for six months.

Second Point Falls.

But if I am wrong on this point and the contract of service is illegal and therefore void even then I think that this part of the contract is severable from the rest. There is the promise to serve, consideration of which is the promise to engage and to pay wages at a certain rate. There is again a promise to repay money advanced—that is on an excepted consideration. The promise to repay is separate from the contract to serve and is founded upon consideration which is perfectly good and legal. On the second point then I think the defence fails. I come now to the third point, that his advance is irrecoverable.

The matter of seamen's advances was dealt with by Parliament as early as 1845. It was provided by 8 and 9 Vic. Cap. 110 entitled an Act for the Protection of Seamen, section 7, that no advance should be given or advance of wages made to any seaman until after the ship's articles had been duly signed. All payments of wages contrary to the provisions of the Act were declared to be null and void and the amount thereof recoverable by the seamen as if they had not been paid or advanced. This section was repealed by the Mercantile Marine Act of 1850 which regulated the form of advance notes and provided that no advance of wages should be made or advance note given unless the agreement contained a stipulation for the same and an accurate statement of the amount. If any advances were made or advance notes given in breach of these provisions the wages should be recoverable as if no such advance had been made and no party should be sued on such advance note unless he was a party to such breach. The Merchant Shipping Act of 1854 provided, section 140, that the articles should be so framed as to admit of stipulations as to advance and allotment of wages. Section 108 of the Act regulated allotment notes but there is no specific provision or mention of advance notes in this Act. Then came the Merchant Seamen Act of 1880 which by section 2 (1) made void all agreements whatever for the advance of wages conditional on going to sea. The section further provided that no money paid on such documents should be deducted from wages and that no person should have any right of action, suit or set-off in respect of any money so paid. This section was repealed by the Merchant Shipping Act of 1889 and the terms of section 2 of that Act are substantially reproduced in section 140 of the Act now in force. Section 114 (3) of the present Act is as follows:—The agreement with the crew shall be so framed as to admit of such stipulations to be adopted at the will of the master and seaman in each case whether respecting the advance and allotment of wages or otherwise as are not contrary to law.

Then comes section 140 which provides 1 (a) Where an agreement with the crew is required to be made in a form approved by the Board of Trade the agreement may contain a stipulation for payment to or on behalf of the seaman conditionally on his going to sea in pursuance of the agreement of a sum not exceeding the amount of one month's wages payable to the seaman under the agreement and (b) stipulations for the allotment of a seaman's wages may be made in accordance with this Act, save as aforesaid an agreement by or on behalf of the employer of a seaman for the payment of money to or on behalf of a seaman conditionally on his going to sea from any port in the United Kingdom shall be void and any money paid in satisfaction or in respect of any such agreement should not be deducted from the seaman's wages and a person shall not have any right of action, suit or set-off against the seaman or his assignees in respect of any money so paid or purporting to have been so paid. This law has of course been modified from time to time.

As it now stands the agreement may contain a stipulation for payment conditional on going to sea, of not more than one month's wages. Does this section apply to Hongkong so as to render void any agreement for payment of a larger amount where the seaman

(Continued on Page 1)

ST. STEPHEN'S COLLEGE
SPORTS.

Results of the Concluding Events.

The results of the events decided at the Queen's College Sports after we went to press yesterday were as follows:—

Preparatory School race (100 yards), Chiu Sik Ming; 2, Wing Kap Tung; 3, Leung So Wah.

Senior Cup, 440 yards:—1, Lam Fuk, 80 yds.; 2, Ng Sze Kwong, 60 yds.; 3, Yip Lui, 40 yds. A good number of competitors entered for this race, but only three finished. Lam Fuk won easily.

50 yards hop:—1, Tong Shu Fang, 14 yds.; 2, Chao Kwok Tung, 8 yds.

Junior Cup, 200 yards:—1, Chiu Kwok Tung, 25 yds.; 2, Ng See Ho, 25 yds.; 3, Chiu Cheung Nin, 7 yds. This was a good race, and won only after a hard struggle.

Long jump, senior:—1, Ho Wing Lee; 2, Lau Kai Chink.

Long jump, junior:—Chung Ying Lau; 2, Leung Po Tsun.

Half mile (open), seniors:—1, Ho Wing Yuen, 20 yds.; 2, Pau Sin Wai, 80 yds.; 3, Lam Fuk, 70 yds.

Half mile (open) juniors:—1, Ng Sze Cheung, 80 yds.; 2, Chiu Hoi Nin, 25 yds. There was a very large entry for these events, which were run together. The juniors ran exceptionally well, the winner receiving quite an ovation as he breasted the tape.

Walking Match, Seniors, 300 yards:—1, Yip Lui, 60 yds.; 2, Leung Hung Fuk, 45 yds.; 3, Lo Hung Hop, 50 yds.

Walking Match, juniors, 300 yards:—1, Cheung Ping Shun, 50 yds.; 2, Chiu Sai Lu, 40 yds.; 3, Tsoi Hak Hon, 25 yds.

Old Boys' Race:—1, Fung Man Shui; 2, Wei Wing Lok.

300 yards junior race:—1, Chiu Kwok Tung, 50 yds.; 2, Ng See Ho, 50 yds.; 3, Chiu Shoung Nin, 10 yds.

Siamese Race, 100 yards:—1, Chiu Cheung Nin and Wong Po Kei, scratch; 2, Mok Hing Q and Ng Sze Kwong, 9 yards.

Bicycle Race, one mile:—1, Wong Po Kei, scratch; 2, Mok Hing Q, scratch; 3, Yip King Yuen, 110 yards. No less than twenty-six competitors entered for this race, but only about ten started. Mok Hing got a lead, going towards the rock, and when he entered the home straight he had a lead of 20 yards. Wong Po Kei put on a spurt, however, and won comfortably.

Hurdle Race, senior cup:—1, Ho Wing Lee, 7 yds.; 2, Ho Nai Pui, 12 yds.; 3, Yip Lui, 15 yds. Five qualified for the final, and the finish was a close one.

50 Yards Wheelbarrow race:—1, Wan Ying-sing and Lam Fuk, 7 yds.; 2, Leung Po-ping and Chiu Hoi-nin, 7 yds.; 3, Leung Po-tsun and Yip Lui, 7 yds.

The forms flag race was very keenly contested, the sixth form beating the fifth by inches only.

Slow bicycle race:—1, Wong Po-kei, 10 yds. Only one man finished the race.

The tug of war was won by the fifth form.

THE HONGKONG TENNIS
LEAGUE.

A New Rule.

The annual meeting of the Hongkong Tennis League was held yesterday evening in the H.K.C.C. Pavilion. There were present Mr. J. R. Wood, in the chair, Messrs. R. R. Wolff, Yip-nah, May, Wong, Lopez, Dawson, Mohler, and Mr. A. O. Brown, the hon. sec.

The following clubs were re-admitted to the league:—Kowloon, Y.M.C.A., Chinese Y.M.C.A., Queen's College, Wigwam, Crutcher, Civil Service, Club de Recreo, and Watsons, the last named being re-elected if they are desirous of continuing in the League. Two new clubs were admitted:—The Chinese Recreation Club and the Police R.C.

It was decided not to admit any club to the league that had no ground of its own, or had only two courts.

LADIES' RECREATION
CLUB

NO SUNDAY PLAY.

Ideas for and Against.

At noon to-day, a meeting of the Ladies' Recreation Club, was held in the City Hall, Mr. C. M. Ede, presiding over a capital attendance.

The Chairman said: This meeting to-day has been called on the requisition of sixteen voting members of the club, and the resolution put forward is that the Recreation ground, club-house, tennis and croquet courts shall be opened at the following times; on week days from 10 a.m. to 8 p.m. and on Sundays from 2 p.m. to 8 p.m.

In view of the fact that, according to bye-law 2, the recreation ground is open at all times to members I will ask the proposers of this resolution to allow me to deal only with the question of opening on Sundays, as it serves no useful purpose to pass a resolution on a subject which is already provided for in the rules and bye-laws.

The Case for Play.

Your President has invited me to address you on her behalf and I feel sure that you will give me that courteous and patient hearing which you would be entitled to if our positions were reversed. I am requested by your president to state that, whatever her views individually may be on the subject of this resolution, she, as President of the Club, wishes to present to you all sides of the question before you vote. The case in favour of those who desire that the club premises should be open for play on Sunday afternoon is, so far as I understand it, that while it is generally recognised custom for those who have tennis or croquet lawns for play on Sundays, others who are less fortunate in the possession of private lawns are deprived of the benefit which they might derive from the same should the club grounds be thrown open. They submit that, the fact being well known that many private lawns are so used, the opening of the club grounds for use on Sunday afternoons could not have any deleterious effect.

Sabbath Observance.

On the other hand, the members who are opposed to the suggested innovation desire to point out (amongst other things with which I will presently deal) that it is not everyone by whom a private lawn is possessed who encourages or permits its use for play on Sundays, and the grounds of those who do so permit play are not as a rule exposed to public view—certainly not to the extent the club premises are exposed. It may well be, therefore, they feel that they cannot be hurting the susceptibilities of other residents in the other Colony who do not approve of Sunday play, and of whom it must be admitted there are many.

An analysis of the signatures on the requisition shows, that with three exceptions, they are those of members of two years standing or less, while an examination of the list of members of the club discloses the fact that there are many persons who have paid their subscription to the Club, for long periods of between twenty and thirty years, and he might tell them that he had received the intimation from many of these older members that they were averse to the Club being opened for play on Sundays, and that in the event of the resolution being carried they would resign their membership. The matter then would appear to resolve itself into this: thirteen or more new members desired to introduce an innovation which would, to say the least of it, wound the susceptibilities of a fairly large number of persons who had supported the Club since its inception and whose subscriptions and entrance fees after all had made the Club the comfortable place which it was at present.

A Time Honoured Custom.

It is the time honoured custom of Hongkong to extend hospitality to visitors. So far that hospitality has not been abused, and your President hopes that the Club may be allowed to continue its dignified course, unattended by disagreements between the

older and younger members, the younger members being mostly birds of passage who have not that stake in the colony which long residence gives. On the 3rd February a meeting was called and the subject of play on Sundays was discussed. A vote was taken and a resolution in favour of opening the club to tennis and croquet on Sunday was lost. I understand that some of those who voted for it were not satisfied that the vote was correctly taken, and that therefore they have called this second meeting to decide the questions once and for all. The bye-laws of the club provide that in the event of a dispute a requisition for a general meeting shall be signed by twenty members. The requisition which gave rise to this meeting has been signed by only sixteen members but the committee feel that it is far better to pass over this irregularity, to convene the meeting themselves, and to allow members to voice their opinions on this subject finally.

The Government's Conditions.

Continuing Mr. Ede said that he had no doubt that those who were in favour of opening the Club for play on Sundays had kept in mind the fact that by opening for an extra day in the week the expenses of the Club would be largely increased, and he dared say, although he had no information on the point, that they were quite prepared that a rule should be drawn up, in the event of the resolution succeeding, that the consequent expenses of opening on Sundays should be borne only by those members who used the Club on that day. Had they also attached sufficient weight to the fact that the ground and the personnel no less than the player, required an occasional rest. He had estimated the expenses of opening for play on Sundays very carefully, and he found that they would amount to \$500 a year. In the event of the resolution being carried the Club would have to face a shrinkage in its membership of at the very least, twenty subscribers. Twenty subscribers at \$12 a year was \$240 and this added to the \$500 made a sum of \$740 to be provided by those members who desired to play on Sundays. Assuming that forty members might actually use the ground on that day, it entailed an expenditure of \$20 per head per annum above the ordinary expenditure. Whether these in favour of the resolution were prepared to pay an enhanced subscription of \$20 or an annual was a question for them to decide. That was purely the financial side of the question. As regards the moral side, the committee were of opinion that it was a pity that the ladies of the colony should be called upon to take the lead in opening their ground for play on Sunday while the Cricket Club ground was closed on that day. They could not suppose that the Government was actuated by caprice in preventing play on Sunday on the Cricket Club ground. It was only fair to assume that the subject was considered from all points of view, before the Government's decision was arrived at. On them, therefore a great responsibility rested if the Club was open to play on Sundays and thereby the susceptibilities of many of the older members were wounded, and a not too good example was set to the younger.

Some Reminiscences.

Mr. Ede asked those present to permit him for a moment to indulge in reminiscences. He arrived in the colony on March 25, 1884. The L. R. O. was not then opened, but in the previous year an application had been made to the Government by nineteen ladies who represented all that was best in the colony for a grant of a site for the Club. It was his privilege to be personally acquainted with all the nineteen ladies, and he could speak with certainty when he told them that not one of them contemplated or intended that the ground should be thrown open to play on Sunday. The reason for the introduction of the final paragraph in the bye-law was that in applying to the Government for the ground it was asked that it should be held on the same tenure as the Cricket ground and the Racecourse. In view of the fact that no play was permitted on the Cricket ground and no racing allowed on the Race-

course on Sunday, it was a highly debatable point as to whether the Government would permit play on the L.R.O. ground on Sundays having regard to this form of application.

He thought the wisest plan would be for the proposers of the resolution to withdraw it and to wait until the annual meeting before bringing it up again. One of his reasons for coming to this conclusion was that the rules of the Club were so loosely drawn that a serious disagreement between its members might even endanger the existence of the Club itself and the best course to pursue would be to frame an entirely new set of rules. He would give them an opportunity of saying whether they wished the voting on the resolution to be proceeded with, but before he sat down he was desired by their President to convey to them that she ruled that any member might speak, the subsequent voting, if any, being confined only to those as provided for in the present rules.

Mrs. Hunter proposed that the grounds should be opened for play on Sundays.

Mrs. Nesbitt Seconded. The resolution was put to the meeting and defeated. For the resolution there were 20 votes and against 39 votes.

The decision was greeted with loud and continued applause which indicated much feeling.

MONGKOKTSUI
HARBOUR.

Arising out of the recent arbitration in the matter of the Mongkoktsui harbour refuge an application was heard this afternoon by the Chief Justice, Sir Francis Piggott, made by Mr. W. Slade, K.C., that the question of costs in the action should be referred back to the arbitrator. The Hon. Attorney General, Mr. Rees Davies, K.C., appeared on behalf of the Crown. The case was proceeding as we went to press.

GOLD IN MONGOLIA.

In view of the various reports of Russian activity in Mongolia, it is interesting to note that this territory is said to be rich in gold. It is reported that not long ago a Siberian prospector acquired a concession from one of the Mongolian princes, and during a single summer succeeded in collecting 2,000 pounds of gold, says the "Japan Chronicle." This news has not unnaturally created a sensation, and numerous prospecting expeditions are being organised for the acquisition of concessions in Mongolia. It is feared by Russian writers that if these expeditions result, as they well may, in important discoveries, an international rush will speedily take place necessitating the intervention of diplomacy. As usual, it is asserted that in consequence of Russia's "refusal" to accept the protectorate of Mongolia, the Mongolian princes have begun to intrigue with Japan.

DON'T FORGET.

To-day.

The Count of Luxembourg Bandmann Opera Co. Theatre Royal, 9.15 p.m.

Bijou Theatre 9.15 p.m.

Saturday, April 20.

V. R. C. Sports.

Volunteer Reserves Dinner.

Hongkong Football Club, Annual Dinner, Hongkong Hotel, 7.45 p.m.

Smoking Concert, Institute of Engineer Shipbuilders.

Tuesday, April 23.

Ordinary Annual Meeting: Union Insurance Society of Canton, Ltd., noon.

Annual General meeting China Traders' Insurance Company, Ltd., 12.30 p.m.

Saturday, April 27.

The Great Raymond at the Theatre Royal, 9 p.m.

Monday April 29.

Extraordinary General Meeting Hongkong and Whampoa Dock Co., Ltd., noon.

Tuesday April 30.

Extraordinary General Meeting Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd., 11 a.m.

Saturday May 4.

General Meeting of the Hongkong Electric Co., Ltd., noon.

To-day's
Advertisements

NOTICE.

WE have This Day REMOVED our Offices to Top Floor, POWELL'S NEW BUILDING, 12, Des Voeux Road Central.

A. B. MOULDER & CO.
Hongkong, 15th April, 1912. [814]

INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

FROM CALCUTTA, PENANG and SINGAPORE.

THE Company's Steamship "KUTSANG"

having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. on the 20th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, 19th April, 1912. [8]

IT is hereby notified that a meeting of the Licensing Board will be held in the Council Chamber of Commerce at 2.15 p.m. on WEDNESDAY, the 1st day of May, 1912, for the purpose of considering the following application under the Liquor Licences Ordinance, 1911, viz:—

From one To Ping Kwong for the transfer to him from one R. A. Uchmann, of the Publican's Licence to sell by retail intoxicating liquors on premises Nos. 11 and 13 Nathan Road, Kowloon, under the sign of "The Station Hotel."

G. A. WOODCOCK, Secretary to the Licensing Board, Hongkong, 19th April, 1912. [815]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, MOJI AND KOBE.

THE Steamship "JAPAN"

having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at consignees' risk and expense into the hazardous and/or extra hazardous Godown, of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

DAVID BASBOON & CO., LD. Agents.

Hongkong, 19th April, 1912. [816]

HONGKONG WEEKLY
TELEGRAPH.

Contains all the news of the week in a most attractive form and is the paper for mailing to friends at Home, with photograph of the Kowloon Ferry Wharf on the Hongkong side.

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BUTTER. BUTTER.

We are pleased to announce that the selling prices of our different BRANDS BUTTER at present are as follows:—

!! REDUCTIONS !!

"DAISY" BRAND 80 cents per lb.
"DAIRYMAID" " 75 "
"BUTTERCUP" " 70 "
PASTRY " 65 "

THE DAIRY FARM CO., LD.

GARNER QUELCH & CO.
WINE MERCHANTS.

DES VŒUX ROAD.

TELEPHONE 036.

Supply the highest quality Wines, Spirits, Cigars and Cigarettes obtainable, consistent with price. All Wines and Spirits bottled in Europe by Shippers of world wide reputation.

Hongkong, 15th January, 1912. [21]

GREEN ISLAND CEMENT
COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 16th Apr., 1912. [8]

THE CHINA PROVIDENT
LOAN AND MORTGAGE
CO., LD.

(CAPITAL PAID UP...\$1,250,000.)

Loans on Mortgage of House Property &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF

WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 19th March, 1912. [83]

THE FAMINE IN CHINA.

EIGHT Famine Districts with an area of 20,000 square miles.

TWO and a half million people facing starvation.

PLEASE SEND YOUR CONTRIBUTION TO-DAY.

IT WILL HELP TO SAVE LIFE.

Treasurer, H. C. GULLAND, Esq., Manager, International Banking Corporation, Shanghai.

Hongkong, 24th Jan., 1912. [111]

ASAHI
BEER
SAPPORO
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TO BE OBTAINED FROM ALL WINE DEALERS

Note our Price \$12.00 per case containing 4 dozen quarts or 6 dozen pints. [70]

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BOXES EXCHANGE TABLES.

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TELEGRAPH

KING GEORGE IV

SCOTCH WHISKY.

This high-class Whisky is noted for its purity, age and delicate flavour. It is essentially a Club Whisky. The quality and absolute regularity are guaranteed.

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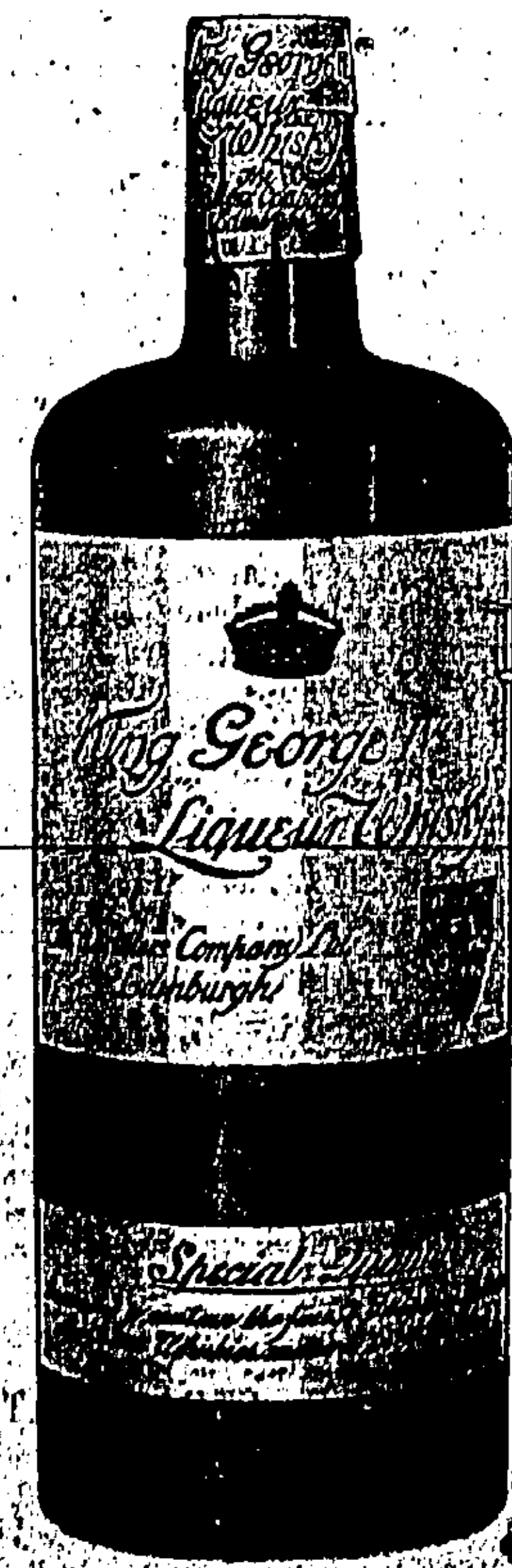
WINE MERCHANTS

12, Queen's Road Central,

HONGKONG.

Telephone No. 7250H

Hongkong, 17th April, 1912. [23]



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"EMPERESS LINE."

Sailings from Hongkong and Quebec.

"E. of India" ... Sat. April 20	"E. of Ireland" ... Fri. May 17.
"E. of Japan" ... May 11	"Allan Line" ... June 7.
"Monteagle" ... June 1	"E. of Britain" ... June 28.

All steamers leave Hongkong at 6 P.M.

To Vancouver, B.C., calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.
Passengers booked to all the principal ports in Canada, the United States and Europe, also Around the World.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. Craddock, General Traffic Agent,
Corner Pender Street and Praya (Opposite Blake Pier.)

INDO-CHINA STEAM
NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	HONGKONG	Saturday, 20th April, 11th.
SANDAKAN	MAUSANGI	Saturday, 20th April, Noon.
MANILA	YUENSANG	Saturday, 20th April, 2 P.M.
OHINWANTAO	ONSANG	Monday, 22nd April, 2 P.M.
SHANGHAI, KOBE & YOKOHAMA	KUTSANG	Tuesday, 23rd April, Noon.
TIENSIN via WEI-HAIWEI	CHEONGSHING	Wednesday, 24th April, Noon.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	Saturday, 27th April, Noon.
MANILA	LOONGSANG	Saturday, 27th April, 2 P.M.

RETURN TOURS TO JAPAN (Occupying 24 days).

The steamers "Kut ang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Cheloo, Tiensin, via Chingwangtao.

Taking Cargo on Through Bills of Lading to Kaiti, Lahad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to **JARDINE, MATHESON & CO., LD.**
Telephone No. 215. General Managers.
Hongkong, 17th April, 1912.

"SHIRE" LINE OF
STEAMERS, LD.

PROJECTED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

For	Steamship	DATE OF DEPARTURE.
LONDON ROTTERDAM & ANTWERP	FLINTSHIRE	About 15th May.
SHANGHAI, KOBE & YOKOHAMA	MONMOUTHSHIRE	1st June.
LONDON & ANTWERP	DENBIGHSHIRE	15th June.

These steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

For Freight or Passage, apply to **JARDINE, MATHESON & CO., LD.**

AGENTS.

Hongkong, 9th April, 1912.

HONGKONG, CANTON, MACAO,
AND
WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
AND THE CHINA NAVIGATION CO., LTD.,
HONGKONG-CANTON LINE.
HONGKONG TO CANTON CANTON TO HONGKONG
FRIDAY, 19th APRIL.

10.00 p.m. "HEUNGSHAN." 5.00 p.m. "KINSHAN."

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651 S.S. "SUI AN," Tons 1651
HONGKONG TO MACAO.

Week days at 8 A.M. & 2 P.M. from the Company's Wing Lok Street Wharf. Sunday at 9 A.M. & 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sunday, at 7.30 A.M. and 5 P.M.

EXCURSION TO MACAO.

SUNDAY, 21st APRIL.

The Company's Steamship, "SUI AN."

will depart from the Company's WING LOK WHARF at 9 A.M. Departure from Macao at 5 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 12.30 P.M., from the Company's Wing Lok Street Wharf.

This steamer connects with the excursion steamer returning from Macao at 5 P.M.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 Tons.

Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 P.M. Departures from Canton to Macao on Tues., Thurs., & Satur., at 4.30 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the office of the

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

HOTEL MANSION, FIRST FLOOR,

Opposite the Bank.

Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Destinations. Steamers. Sailing Dates.

MARSEILLES, LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ & PORT SAID	"ATSUTA MARU," Capt. J. Nagao, T. 9,000	WEDNESDAY, 21st April, Daylight.
	"HITACHI MARU," Capt. T. Yamawaki, T. 7,000	WEDNESDAY, 8th May, at Daylight.

VICTORIA, B.C., & SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA & YOKOTAMA	"YAWA MARU," Capt. R. Shimizu, T. 7,000	TUESDAY, 23rd April, at Noon.
	"SADO MARU," Capt. N. Teranaka, T. 7,000	TUESDAY, 7th May, at Noon.

SYDNEY & MELBOURNE via MANILA, TOWNSVILLE and BRISBANE	"YAWATA MARU," Capt. T. Saito, T. 5,000	WEDNESDAY, 10th May, Noon.
	"NIKKO MARU," Capt. M. Yagi, T. 6,000	FRIDAY, 7th June, at Noon.

BOMBAY via SINGAPORE AND COLOMBO	"TOSA MARU," Capt. T. Sato, T. 7,000	MONDAY, 29th April.
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SHANGHAI, MOJI & KOBE	"CEYLON MARU," Capt. Y. Tozawa, T. 6,000	WEDNESDAY, 24th April.
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KOBE & YOKOHAMA	"KITANO MARU," Capt. F. E. Cope, T. 9,000	THURSDAY, 25th April.
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NAGasaki, KOBE & YOKOHAMA	"NIKKO MARU," Capt. M. Yagi, T. 6,000	WEDNESDAY, 8th May, at Noon.
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Cargo only.

Fitted with new system of wireless telegraphy.

Calling at Rotterdam after Antwerp.

CALCUTTA LINE.

SINGAPORE, PENANG, RAN, GOON & CALCUTTA	"JINSEN MARU," Capt. M. Machida, T. 4,000	SATURDAY, April 20th.
	"TOTOMI MARU," Capt. A. Mosker, T. 4,000	SATURDAY, May 4th.

1912 PASSENGER SEASON 1912

FOR EUROPE.

Steamer	Tons	Captain	From Hongkong
ATSUTA MARU	9,000	J. Nagao	April 24th.
HITACHI MARU	7,000	T. Yamawaki	May 8th.
MIYASAKI MARU	9,000	T. Minai	May 22nd.
KITANO MARU	9,000	F. E. Cope	June 5th.

FOR SEATTLE.

AWA MARU	7,000	R. Shimizu	April 23rd.
SADO MARU	7,000	K. Asakawa	May 7th.
INABA MARU	7,000	S. Tominega	May 21st.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, First Floor, Charter Road.

T. KUSUMOTO,

Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	STEAMERS.	To Sail.
SHANGHAI	"LINAN"	20th April M'night.
MANILA, ZAMBOANGA & AUSTRALIAN PORTS	"CHANGSHA"	22nd April 4 P.M.
MANILA, CEBU & ILOILO	"KAIFONG"	23rd April 4 P.M.
SHANGHAI	"CHINHUA"	24th April 4 P.M.
WEIHAIWEI & TIENSIN	"HUICHOW"	25th April 4 P.M.
TSINGTAI, CHEFOO & NEWCHOW	"KIUKIANG"	28th April 4 P.M.
SHANGHAI	"ANHUI"	27th April M'night.

DIRECT SAILING TO WEST RIVER, TWICE WEEKLY.
S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmania Ports.

MANILA LINE.—Two "one" Steamers "Ton" and "Taming," saloon accommodation and electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of a.s. "Kallong" is situated on deck, aft.

SHANGHAI LINE.—FAST SCHEDULE "TWIN-SOREW" STEAMERS (Anhui, Chienan, Linan, Chienan), with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms & Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and North China Ports.

N.B.—Passengers must embark before mid-night on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, according to the inconvenience of transhipment at Wuchow.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passage apply to **BUTTERFIELD & SWIRE.**

Telephone No. 16.

Sundays, 19th April, 1912.

Shipping

HAMBURG-AMERIKA
LINIE.IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."EAST ASIATIC SERVICE.
Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
TO

Marseilles, Havre, Bremen and Hamburg and New York.

Taking Cargo at Through rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa, and other Mediterranean, Levantine, Black Sea and Persian, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe & Yokohama:

S.S. SITHONIA ... 24th April

HOMEWARD.

For Rotterdam, Hamburg & Antwerp:

S.S. O. J. D. AHLERS ... 4th May.

For Marseilles, Havre & Hamburg:

S.S. SACHSEN ... 6th May.

For Bremen & Hamburg:

S.S. G. F. LAEISZ ... 12th May.

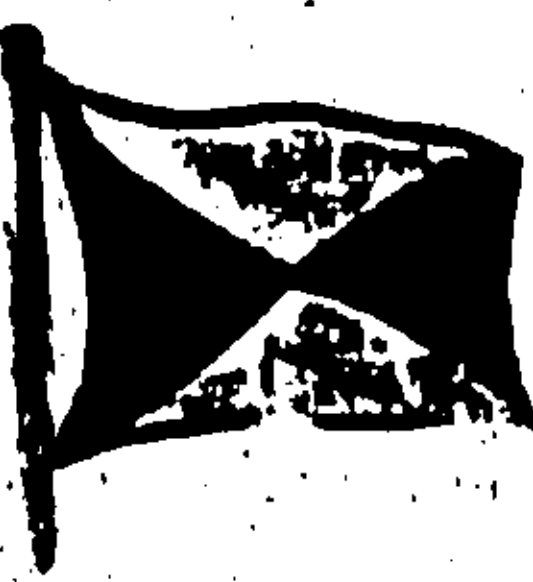
For Marseilles, Havre & Hamburg:

S.S. SITHONIA ... 30th May.

For Rotterdam, Hamburg & Antwerp:

S.S. ABCADIA ... 31st May.

For Further Particulars, apply to—
Hamburg-Amerika Linie,
Hongkong Office.

HONGKONG—
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO

Steamship	Tons	Captain	For	Sailing Date.
ZAFIRO	4000	M. G. Smith	Manila, Maharin, Iloilo and Cebu.	SATURDAY, 20th April, 4 P.M.
RUBI	4000	S. A. Crosby	Manila, Maharin, Iloilo and Cebu.	TUESDAY, 30th April, 4 P.M.

For Freight or Passage apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS

Hongkong 10th April 1912.

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA, CHINA AND JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tijlbas	SHANGHAI	—	JAVA	2nd half April
Tijlbas	JAPAN	2nd half April	JAVA	2nd half April
Tijlbas	SHANGHAI	2nd half April	JAVA	1st half May
Tijlbas	JAVA	2nd half April	SHANGHAI	1st half May
Tijlbas	JAPAN	1st half May	JAVA	1st half May
Tijlbas	JAVA	1st half May	JAPAN	1st half May
Tijlbas	JAVA	1st half May	SHANGHAI	2nd half May
Tijlbas	JAVA	2nd half May	JAPAN	2nd half May

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.

Telephone No. 375

York Building.

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG. (Subject to alteration.)

Steamer	Tons	Captain	Date of sailing
S.S. "Chiyo Maru"	21,000	W. W. Green	May 7th, Noon.
S.S. "Nippon Maru"	11,000	A. G. Stevens	May 28th, Noon.
S.S. "Tenyo Maru"	21,000	E. Bent	June 4th, Noon.
S.S. "Shinyo Maru"	21,000	H. S. Smith	June 28th, Noon.

These steamers are equipped with Turbine Engines and Triple Sorews. All steamers carry Japanese Government wireless telegraph and post office. The triple screw steamer "Chiyo Maru" will be despatched for San Francisco via KURLUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA & HONOLULU on TUESDAY, the 7th May, at Noon.

The steamer "Nippon Maru" will be despatched for San Francisco via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu on Tuesday, 28th May, at Noon.

SOUTH AMERICAN LINE

(In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.)

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to alteration.)

Steamer	Tons	Date of sailing
Hongkong Maru	11,000	Friday, June 7, Noon.
Kiyo Maru	17,500	Saturday, Aug. 6, Noon.
Buyo Maru	10,500	Friday, October 4, Noon.

For Further Particulars as to Passage and Freight, apply to—
K. MATSUDA, Agent.

(KING'S BUILDING Opposite Blake Pier)

THOS. COOK & SON,

Tourist, Steamship and Forwarding Agents,

Bankers, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG

SHANGHAI: 2-5, Fochow Road. YOKOHAMA: 32, Water Street.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP

LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and

CASHED.

FOREIGN MONIES exchanged.

Office Opening:—LONDON: 1, ABchurch Lane, LONDON, E.C.

LOG BOOK.

Lascars on British Ships.

The conduct of Lascars on board the Oceana has once again raised the question of their employment on board vessels of the British mercantile marine. Time after time efforts have been made in the House of Commons and elsewhere to deal with the exceedingly difficult problem but without much success. "There is much to be said on both sides," was a remark made by a high shipping authority to a representative of the "Pall Mall Gazette." "In the first place drunkenness is, of course, unknown among them, and painful as it is to admit it, the average British stoker or deck hand seldom comes on board sober. Then the Lascar can work in a stokehold that would be intolerable to a white man. They require little food, two meals a day of curry and rice, and are under excellent control. That is one side of the picture. Of course there is another. The Lascar is timorous to a degree, and when danger threatens they are like a flock of sheep. On board a passenger boat they are undoubtedly a source of grave peril. It is an opinion very widely held in shipping circles that the employment of Lascars on board mail or passenger steamers is inadvisable. Among British seamen there is but one opinion. At the offices of the Sailors' and Firemen's Union the men declare that there is not the slightest reason why the Lascars should be employed to the exclusion of the British seaman and stoker. The least in the stokehold of a modern ship in the tropics is not what it used to be, and if white men can stand the stokehold of a "tramp" they can stand the stokehold of a modern liner. There are practically no Lascars in "tramps." The question of desertion is also one that weighs with shipowners. There are continual desertions among British sailors and firemen, but the Lascar seldom leaves his ship. On the wider aspect of the subject, the position when the time comes when the mercantile marine may be called upon to make good the wastage of war in the Navy, British opinion is unanimous. "Every trained seaman and stoker would be a source of strength and every Lascar a source of weakness."

The Fire Ship.

Major A. Cooper-Key, Chief Inspector of Explosives, held an inquiry at Canton Hall recently into the explosion which resulted in the loss of the s.s. Hardy, of London.

Dr. Stubbs, for the Board of Trade, said the vessel carried thirteen hands. All the cargo was below deck except twenty cases of metallic sodium. About a quarter-past one the sea was breaking over the vessel, which was rolling, when the cases, or one of them, became broken. The master said he first saw one of the cases "go off like a Casing," which he (Dr. Stubbs) supposed would be in consequence of the water getting at the metallic sodium. Then the master saw other cases breaking open. They fell all over the ship, and became fired. The bridge was set on fire, and various portions of the vessel were damaged by the series of explosions which occurred. The main hold caught fire, and the hose was got out to play on the fire, but naturally, with the sodium about, this did not do much good. A number of men were seriously burned

by the series of explosions, and as it seemed hopeless to save the ship the lifeboat was ordered out. Before they were able to get to the mate, who was in the bows, there was the most serious explosion of all, blowing the side of the ship out, and, according to one of the officers, cutting the ship in two. The inspector pointed out that among the cargo were one hundred and twenty six boxes of tallow, which, combined with the oil of the engine, also on board, would make a most dangerous explosion. They could wait.

European Ports.

TELEPHONE No. 1.

Outward.

HOTEL LISTS.

НОВОГОГО HOTEL

KING EDWARD HOTEL.

UNCLAIMED TELEGRAMS.

Eastern Extension.

Great Northern.

WATER RETURN.

Consumption per head per day... 7-9
The Government Analyst's reports show that water is of excellent quality.
Public Works Department
W. CHATHAM,
Water Authority

FAR EASTERN NAVAL SQUADRONS.

BRITISH.

Name	Class	Tons	Guns	H.P.	Commander	Reported at
Alicia	Despatch-boat	1,700	4	2,000	Comdr. A. Lowndes	Hongkong
Asraon	2nd class cruiser	4,300	10	7,000	Captain E. B. Kiddle	Shanghai
Atlas	Admiralty tug	115	—	1,400	—	Hongkong
Bramble	Gunboat	710	—	900	Com. B. G. Washington	Kiukiang
Britomart	Gunboat	710	—	900	Lt.-Com. J. M. Barker	Hankow
Cadmus	British sloop	1,070	—	1,400	Capt. H. Lynce	Hankow
Cambrion	2nd class cruiser	4,300	10	7,000	Capt. J. E. Drummond	Hongkong
Charub	Water tank and tug	300	—	340	Master W. Smith	Hongkong
Olio	British sloop	1,070	—	1,400	Comdr. H. R. Veale	Canton
Fame	Torpedo-boat destroyer	340	6	5,700	Lt.-Com. H. S. Monroe	Hongkong
Flora	2nd class cruiser	4,350	10	7,000	Capt. C. F. Corbett M.V.O.	Shanghai
Handy	Torpedo boat destroyer	295	6	4,000	Lt.-Com. R. R. Rosoman	West River
Janus	Torpedo-boat destroyer	320	6	3,900	Lt.-Comdr. Maxwell	Hongkong
Kent	Armoured cruiser	9,800	14	22,000	Capt. Allen T. Hunt	Chingwantao
Kinsla	River gunboat	616	—	1,200	Lt.-Com. H. Marryatt	Hankow
Marlin	Surveying ship	1,070	6	1,400	Capt. F. O. C. Pasco	Hongkong
Minotaur	Armoured cruiser	14,000	—	27,000	Capt. G. C. Cayley	Hongkong
Monmouth	Armoured cruiser	9,800	—	22,000	Capt. L. E. Power, M.V.O.	Hongkong
Moorhen	River gunboat	180	2	800	Lt.-Comdr. G. P. Leith	West River
Newcastle	2nd class cruiser	4,800	—	22,000	Capt. G. P. E. Hunt D.S.O.	Hongkong
Nightingale	River gunboat	85	—	240	Lt.-Comdr. M. Murray	Yangtze
Otter	Torpedo-boat	385	6	6,300	Comdr. Lambie	Hongkong
Pegasus	Protected cruiser	2,135	—	5,000	Comdr. F. H. Mitchell	Yangtze
Prometheus	3rd class cruiser	2,135	—	5,000	Comdr. P. H. Warleigh	Hongkong
Ribble	T.B.D.	500	6	7,500	Lt.-Com. E. J. G. Mackinnon	Hongkong
Robin	River gunboat	85	2	240	Lt.-Comdr. J. S. Tyndall	West River
Rosario	Depotship for submarines	980	—	1,400	Lt.-Com. N. E. Archdale	Hongkong
Sandpiper	River gunboat	85	2	240	Lt.-Com. E. J. J. Touchy	Hongkong
Snipe	River gunboat	85	2	240	Lt.-Com. Maurice Leslie	Yangtze
Taku	Torpedo boat destroyer	305	—	6,000	Lt.-Comdr. Brickendon	Hongkong
Tamar	Receiving ship	4,050	6	—	Comdr. Eyres	Hongkong
Teal	River gunboat	180	2	800	Com. Hon. Guy Stopford	Chungking
Thistle	Gunboat	710	—	900	Lt.-Com. M. Baillie Hamilton	Hankow
Usk	T.B.D.	500	—	7,500	Lt.-Comdr. B. W. Bluet	Shanghai
Virago	Torpedo-boat destroyer	300	6	6,300	Lt.-Com. R. L. Hancock	Hongkong
Waterwitch	Surveying ship	620	—	450	Lt.-Com. E. T. Chambers	Shanghai
Wallow	T.B.D.	500	—	57,000	Lt.-Com. G. B. Harford	Hongkong
Whiting	Torpedo-boat destroyer	300	5	5,900	Lt.-Com. M. H. Wilding	Kiating
Widgeon	Gunboat	195	2	800	Comdr. M. H. Wilding	Kiating
Wolfeck	Gunboat	150	2	550	Lt.-Com. M. B. Blackwood	Yangtze
Woolmark	Gunboat	150	2	550	Lt.-Comdr. G. F. Mulock	Hankow

* Flagship of Admiral Sir A. L. Winslow, K.C.B., C.V.O., C.M.G.

Submarines.

No. 36,	Lieut.-Comdr. Godfrey Herbert	
No. 37,	Lieut.-Comdr. A. A. L. Penner	
No. 38,	Lieut.-Comdr. J. R. A. Codrington	
T.B. 035,	Lieut.-Comdr. Woodward,	West River.
T.B. 036,	Lieut.-Comdr. Davies,	West River.
T.B. 037,	Lieut.-Comdr. Nicol,	West River.
T.B. 038,	Lieut.-Comdr. Seymour,	West River.

AMERICAN.

Adder	Submarine	—	—	—	Ensign J. M. Murray	Manila
Albany	Protected cruiser	3,430	17	7,000	Com. C. S. Williams	Yokohama
Bainbridge	Torpedo-boat destroyer	420	7	8,000	Ensign E. S. Root	Manila
Bary	Torpedo-boat destroyer	420	7	8,000	En. Robt. W. Canabias	Manila
Callao	Gunboat	243	8	250	Ensign Stuart W. Calk	Canton
Chauncey	Torpedo-boat destroyer	420	7	8,000	Ensign L. N. McNair	Manila
Chattanooga	Protected cruiser	3,100	10	4,700	Com. John D. McDonald	Amoy
Cleveland	Protected cruiser	3,100	10	4,700	Com. Hugh Rodman	Cavite
Dale	Torpedo-boat destroyer	420	7	8,000	Ensign F. J. Fletcher	Manila
Deatur	Torpedo-boat destroyer	420	8	—	Ensign C. S. Graves	Manila
El Cano	Gunboat	—	—	—	Lt. Com. W. D. Brotherton	Yangtze
Helena	Gunboat	1,307	18	1,800	Com. R. O. Bailer	Yangtze
Juiros	Gunboat	—	—	—	Lieut. J. W. Schoenfeld	Cavite
Madros	Gunboat	170	5	—	Lieut. C. A. Woodruff	—
Mocasin	Submarine	—	—	—	Ensign E. D. Whorier	Manila
Moldean	Station ship	1,900	—	5,244	Ensign Robt. V. Lowe	Cavite
Monadnock	—	—	—	—	—	—
Monterey	Monitor	4,084	4	5,200	Com. H. A. Biapham	Cavite
New Orleans	Cruiser	3,430	25	—	Com. William G. Miller	Yokohama
Pampanga	Gunboat	243	8	—	Lieut. George O. Pogram	Cavite
Porpoise	Submarine	—	—	—	Ensign L. O. Van de Carr	Manila
Queros	Gunboat	—	—	—	Lieut. J. W. Schoenfeld	Cavite
Rainbow	Cruiser	6,206	14	—	Lt. Comdr. A. N. Mitchell	Cavite
Samar	Gunboat	242	8	250	Ensign N. H. Goss	Yangtze
Saratoga	Protected cruiser	8,150	25	7,075	Comdr. Joseph L. Jayne	Yokohama
Shark	Submarine	—	—	—	Ensign Hedry M. Jensen	Manila
Villalobos	Gunboat	370	9	500	Lieut. W. L. Friedell	Yangtze
Wilmington	Gunboat	1,307	20	1,804	Comdr. W. A. Edgar	Hongkong

* Flagship of Rear-Adm. John Hubbard, Commander-in-Chief U.S. Asiatic Fleet.

GERMAN.

Emden	Cruiser	3,600	22	13,500	Capt. v. Restorff	Tsingtau
Gneisenau	Armoured cruiser	11,600	36	26,000	Captain v. Usslar	Tsingtau
Ilia	Gunboat	900	12	1,300	Comdr. v. Gohren	Shanghai
Jaguar	Gunboat	900	12	1,300	Comdr. Varsolow	Tsingtau
Leipzig	Cruiser	3,250	24	11,000	Capt. Behncke	Tsingtau
Luha	Gunboat	900	10	1,350	Comdr. Bondemann	Tsingtau
Nurnburg	Cruiser	3,400	22	13,200	Capt. Morsberger	Tsingtau
Otter	River gunboat	—	—	—	Capt. Lieut. Jantzen	Yangtze
Scharhorst	Flagship	11,600	36	26,000	Capt. Rosing	Shanghai
S. 90	Torpedo-boat	400	8	6,500	Capt. Lut. Berronberg	Tsingtau
Taku	Torpedo-boat	280	4	6,000	Oblt. z. S. Claussen	Tsingtau
Tiger	Gunboat	900	10	1,350	Comdr. Luppe	Tsingtau
Tsingtau	River gunboat	223	4	1,300	Capt. Lut. Firkir	Canton
Vaterland	River gunboat	223	4	500	Oblt. z. S. Prinz	Shanghai

FRENCH.

Dupleix	Armoured cruiser	10,014	30	20,000	—	Hongkong
Kleber	1st Class cruiser	9,700	12	19,000	—	Saigon
Decidue	Gunboat	645	10	1,000	Lieut. de Linaros	Saigon
Argus	River gunboat	180	6	570	Lieut. d'Estienne	Canton
Vigilante	Gunboat	123	7	500	Lieut. Bisall	Canton
Pelou	Gunboat	130	—	—	Lieut. Puoch	Tongku
Esturgeon	Submarine	—	—	—	Lieut. Combout	Saigon
Lynx	Submarine	—	—	—	Lieut. Marrs	Saigon
Forle	Submarine	500	—	—	—	Saigon
Protee	Submarine	—	—	—	Lieut. Morris	Saigon
Styr	Armoured gunboat	1,708	10	1,700	Lieut. Seriot	Saigon
Fronde	Destroyer	350	7	303	—	Saigon
d'Irville	Destroyer	250	9	—	—	Saigon
Takon	Destroyer	130	7	300	Comdr. Morienol	Hongkong
Pistolet	Destroyer	307	6	300	Lt. de le R. Keranderson	Saigon
Mousquet	Torpedo-depot	—	—	—	—	Hongkong
Vauban	Torpedo-depot	—	—	—	Lieut. Bihel	Saigon
Veteran	Torpedo-depot	—	—	—	Com. Ragot de Touche	Saigon
Manoche	Surveying-ship	1,625	10	9,000	—	Saigon

* Flagship of Rear-Admiral Colpoix de Kerillis, Commander-in-Chief, the French China Station.
* Flagship of Commodore Bonicaud, Commanding the local defence Indo-China.

PORTUGUESE.

Macao	Gunboat	—	—	—	Capt. Martins	Macao
Paris	Gunboat	700	—	—	Captain J. Milheiro	Macao

MARKET PRICES.

Hongkong, April 5, 1912.

BUTCHER MEAT.

Beef Sirloin & Primo Cut, — Mei Lung Pa	lb. 20
„ Corned, — Ham Ngau Yuk	20
„ Roast, — Shiu	20
„ Breast, — Ngau Lam	16
„ Soup, — Tong Yuk	15
„ Steak, — Ngau Yuk Pa	20
„ do. — Sirloin Colom, — Ngau Lau	30
„ Sausages, — Ngau Chaung	24
Bullock's Brains, — Know	per set 9
„ Tongue fresh, — Ngau Li	each 45
„ „ corned, — Ham Ngau Li	60
„ Head, — Ngau Tan	6
„ Heart, — Ngau Sum	12
„ Hump, Salt, — Ngau Kin	18
„ Feet, — Ngau Kask	9
„ Kidneys, — Ngau Yiu	9
„ Tail, — Ngau Mei	18
„ Liver, — Ngau Kon	1b. 12
„ Tripe (undressed), — Ngau To	6
Calve Head & Feet, — Ngau-chai-tu-kark	set \$1
Mutton Chop, — Young Pai Kwat	lb. 22
„ Leg, — Young Poi	22
„ Shoulder, — Young Shau	20
Pigs Chittling, — Chu Chong	22
„ Brains, — Chu Kaow	per set 24
„ Feet, — Chu Kark	lb. 12
„ Fry, — Chu Chak	25
„ Head, — Chu Tau	15
„ Heart, — Chu Sum	each 13
„ Kidneys, — Chu Yiu	9
„ Liver, — Chu Con	1b. 30
Pork Chop, — Chu Pai Kwat	20
„ Corned, — Ham Chu Yuk	—
„ Leg, — Chu Poi	24
„ Fat or Lard, — Chu Yau	15
Sheep Head and Feet, — Young Tau Kark	set 50
„ Heart, — Young Sum	each 6
„ Kidneys, — Young Yiu	9
„ Liver, — Young Con	1 24
Sucking Pigs, To Order, — Chu Chai	22
Suet, Beef, — Sang Ngau Yau	20
„ Mutton, — Sang Yeung Yau	22
„ Veal, — Ngau Chai Yuk	20
„ Sausages, — Ngau Chai Chaung	20

POULTRY.

Chicken, — Kai Chai	lb. 32
Capons, Large, Small, — Sin Kai	32
Ducks, — Ap	27
Doves, — Pan Kau	each 1
Eggs, Hen, — Kai Tau	per doz 24
Fowls, Canton, — Kai	lb 35
„ Hainan, — Hoi Nam Kai	32
Geese, — Ngai	27
Geese, Wild, — Shung-ho Yea Ngai	pair 1
Musk Deer, — Wong Keng	each 1
Hare, Shanghai, — Tu Chai	—
Partridge, — Cho Khoo	70
Pheasant, — Shan Kai	pair \$ 170
Pigeons, Canton, — Pak Kup	each 36
„ Hoihow, — Hoi How Pak Kup	25
Quail, — Um Chun	23
Rice Birds, — Wo Fa Cheul	dozen 25
Snipe, — Sa-Choy	each 51
Turkeys, Cock, — Phor Kai Kung	lb. 51
„ Hen, — Na	05
Wild Ducks, — Shai, — Shung hoi Sui Ap	—
Teal, — Sui Ap Chai	—
Wild Ducks Canton, — Sang-Shing Sui Ap	—

FISH.

Barbel, — Ka Yu	lb 9
Bream, — Bin Yu	11
Canton Fresh Water Fish, — Hoi Sia Yu	16
Carp, — Li Yu	22
Catfish, — Chik Yu	18
Codfish, — Mun Yu	18
Crabs, — Hai	20
Cuttle Fish, — Muk Yu	15
Dab, — Sa Mang Yu	14
Dace, — Wong Mei Lun	11
Dog Fish, — Tit Tu Sa	8
Eels, Congor, — Hoi Maun	15
„ Fresh water, — Tam Sin Yu	16
Eels, Yellow, — Wong Sin	28
Frogs, — Tien Kai	32
Garoupa, — Sok Pan	62
Gudgeon, — Pak Kip Yu	12
Herrings, — Tso Pak	20
Halibut, — Cheung Kwan Kip	28
Labrus, — Wong Ya Yu	16
Loach, — Wu Yu	28
Lobsters, — Lung Ha	20
Mackerel, — Chi Yu	24
Monk Fish, — Mong Yu	28
Mullet, — Chai Yu	15
Oysters, — Sang Hoo	20
Parrotfish, — Kai Kung Yu	16
Perch, — Tau Loo	15
Pike, — Fa Paw Poong	8
Plaice, — Pan Yu	18
Pomfret, Black, — Hak Chong	22
Pomfret, White, — Pak Chong	28
Pawns, — Ming Ha	52
Ray, — Pat Pa Sa	8
Rook Fish, — Sek Ka Kung	16
Salmon, — Ma Yu Yu	lb. 4

肉食

Shark, — Sa Yu	9
Skate, — Po Yu	10
Shrimps, — In	22
Snapper, — Lap Yu	24
Sales, — Tat Sa Yu	18
Tonch, — Wan Yu	18
Turbot, — Cho How Yu	20
Turtles, small, fresh water, — Kork Yu	27
White Bat, — Ngau Yu Chai	—

FRUITS

Almonds, — Hung Yau	lb. 25
Apples (California), — Kom San Ping Kho	15
„ (Chotto), — Tin Chun Ping Kho	—
„ Small, — Hoi Tong	—
„ Custard, — Fun Lai Chi	each 1
Bananas, fragrant, Canton, — San Shing Heung Chiu	lb. 3
„ (brides), Macao, — San Heung Chiu	—
Chestnuts, Chinese, — Koong Lut	14
Carambola, — Yeung Tue	—
Cocoanuts, — Yeh Tao	each 12
Lemons, China, — Ning Moong	10
„ America, — Kum San Ning Moon	—
Lichees Dried, — Lai Chi, small Stone	b 25
„ Fresh	—
Limes, (Saigon), — Sai Kung Ning Moong	each 8
Mango, Manila, — Lai Sung Mong	12
Mangosteens, — San Chuk Tse	doz 1
Oranges, (Canton), — San-shing Tin Ching	lb. 6
„ Sweet	15
Pears, (American), — Kam San Shoot Lay	—
„ (Canton), Cooking, — Sa Lay	10
Peanuts, — Fa Sang	10
Persimmons Large, — Hung Chio	—
Pine-apples, 1st quality, — Poon Ti Paw Law	each 1
„ 2nd — Chung-tang Paw Law	—
Plantain, — Tai Chou	lb 1
Plums, — Swatow, Hong Lai	—
Pumelo, Siam, — Chim Lo Yau	each 15
„ Shanghai, — Lo Kwat	—
Walnuts, — Hop Tuo	lb 15
„ Green, — Sang Hop Tuo	—
Water Melon, — (Am.) Kom San Sai Kwa	each 1
„ (China) Sai Kwa	—
Grapes, — Sang Po Tai Tao	lb 1

菓子

VEGETABLES, &c.

Artichokes, Shanghai, —Sheung-hoi Ah Chi	lb	8	了 竹仔
Cheuk	..	..	澳門邊
Beans, (French), Macao, —Oh Moou Pin Tau	..	8	..
.. (French) Shanghai, —Sheung Hai Pin	..	..	上海邊
" Tau	..	..	..
" Sprout, —Ah Cho	..	3	芽菜
" Long, —Tau Ko	..	..	豆角
Beet Root, —Hung Chai Tau	..	each 2	紅菜頭
Brinjals, Green, —Ching Yuan	..	6	青元茄
" Red, —Hung Ker	..	5	紅茄
Cabbage, Chinese, com, —Kai Choy	..	12	芥菜
Cabbage Red, —Hung Yea Choy	..	10	紅柳菜
Cabbage, Shanghai, —Yeh Choi	..	..	菜
Cano Shoots, bunch, —Kau Shun	..	lb. 1	蔴蔴
Cauliflower, Large, size, —Tai Yeh Cho Fa	..	each 15	大柳菜花
" Medium size, —Cheung Yeh Cho Fa	..	10	中柳菜花
" Small size, —Sai Yen Choi Fa	..	8	細柳菜花
Carrots, —Kam Sham	..	lb. 6	金麥
Celery, Chinese, —Tong Kan Choi	..	6	唐芹梗
" English, —Yeung Kan Choi	..	5	洋芹梗
Chillies Dried, —Gon Lat Chiu	..	18	乾辣椒
" Red, —Hung Far Chiu	..	12	紅花
" Green, —Ching Lat Chiu	..	14	茄
Curry Stuff, English, —Kar Lee Chu Liu	..	10	茄厘財
Cucumbers, —Ching Kwa	..	2	青瓜
Ritter Squash, —Fu Kwa	..	1	苦瓜
Garlic, —Que Tau	..	8	蒜頭
Ginger, young, —Sun Tso Keung	..	6	蔴子
" old, —Lo Keung	..	6	蔴子
Horse Radish, Shanghai, —Lik Kan	..	12	芥根
Indian Corn, —Suk Mai	..	each 5	粟米
Lettuce, —Yeung Sang Choi	..	1	生菜
Water Chestnuts, —Ma Tai	..	lb. 6	馬蹄
" Mandarin, —Kwai Lum Ma Tai	..	6	桂林馬蹄
Mushrooms, Fresh, —Sang Cho Koo	..	..	生菇
Mush Melon. Amer. —Kam-san Hong Kwa	..	each ..	金山
Okroes	..	b 1	..
Onions Bombay, —Yeung Chong Tau	..	10	洋葱頭
" Green, —Sang Chong	..	6	生蔥頭
" Shanghai, —Shang-hoi Chong Tau	..	8	上海蔥頭
Papaw, 1st qual., —Tai Man Sau Kua	..	each ..	大青番果
" 2nd Chung	..	..	中番果
Parley, —Kun Cho	..	5	芹菜
Green Peas, —Ching Tau	..	lb. 8	青豆
Potatoes, Sweet, —Fan Shu	..	3	薯薯仔
" Shanghai, —Shang-hoi Shu Tsa	..	3	上海薯仔
" Japan, —Yut Poon Shu Tsa	..	1	口
" American, —Fa Ki Shu Tsa	..	8	花旗
" Foochow, —Foo-chow Shu Tsei	..	3	州
Pumpkin, —Tong Kwa	..	3	冬瓜仔
Radish, —Hung Lo Pak Tsai	..	1	紅頭
Rhubab (Fresh), —Tai Wong	..	..	大蘆
Sage, —Tee So	..	6	紫蘇
Shallots, —Gon Chung Tau	..	8	葱
Spinach, —Yin Choi	..	4	..
Tomatoes, —Fau Ker	..	6	..
Taros, —Wu Tau	..	5	..
Turnips, Panti, (Long), —Lo Pak	..	3	..
" English, —Yeung Lo Pak	..	2	..
Vegetable Marrow, —Chit Kwa	..	..	..
" (American), —Kam-san Chit Kwa	..	..	..
Water Cress, —Sai Yeung Cho	..	8	..
" Lily root, —Lin Ngau	..	5	..
Yams, —Ta Shu	..	6	..

COMMERCIAL.

The Decline in Consols.

It may be observed that the head of the British Treasury Department has not given any sign of willingness to accede to any of the plans thus far put forward with a view to improving the market condition of the Government's securities. Lloyd George, the Chancellor of the Exchequer, in a speech upon the subject, confined himself to suggesting that the reasons for the decline should be discussed, and the remedies which have been suggested carefully examined. He referred in his address, however, to the principal causes which have resulted in the price of the 2½ per cent. consols having fallen as low as 77½, compared with their high rate of 110½ in 1898. This, as he pointed out, may be largely ascribed to the increase in the number and amount of securities which are available in England as investments on the part of trustees. In 1898 only about £800,000,000 of Government securities were available for such investments, and there were, in addition, no more than £300,000,000 of other issues which might be used for the same purpose. At the present time, according to Lloyd George, there are no less than £1,800,000,000 of issues, apart from British consols, which may be purchased by trustees under the law governing their action in such matters. It is furthermore pointed out that concurrently with the widening of the market in respect to trustees, it has undergone a still greater change in the way of an increase in the available securities where the general investing public is concerned. The result has been that not alone consols, but other high-grade securities in the British market have come into competition with a mass of bonds and stocks, native and foreign, which offer greater attractions in the way of income return, and, as a consequence, most of the gilt-edge securities have suffered declines proportionate to the fall which has occurred in the market value of consols. The subject is a very large one undoubtedly, and has been brought home to the British market and the English financial public by the effect the shrinkage has had upon the surpluses of banking institutions, to say nothing of the disasters in the banking world there, toward which losses upon investments bore no small relation.—Bradstreet's.

Singapore Share Report.

Messrs. Fraser and Company's share circular, dated April 10, states:—
Owing to the Easter holidays, business has been on a somewhat limited scale, sterling rubbers, however, close in most instances with a firmer tendency and local stocks are in good demand. Tin shares have received more attention and the enquiry for industrials is well maintained.
Rubber.—The further considerable decrease of 22,000 lbs. in the Linggi output for March brought out sellers at £1-15-7 1/2, at which price they were readily taken. Singapore United changed hands at 2½, Alor Gajah \$1.70, Ayer Panas \$0.60, Indragiri \$5.75, Merquis \$2.10 and Jimahs 40 cents. Teluk Ansons are wanted at \$5.80, Ulu Pandans 65 cents, Kedah Rubbers \$2.30, and Malakoffs \$2.20. A few London Asiatics are on offer at 12½, Singapore Paras 3/3, Malaka Pindas \$1.10, and Balgownies \$0.25. Sadenks are wanted at £1-17-6 and Seaports 10/8. Duffs keep remarkably firm at 19½ with sellers holding for higher rates.
Mining.—Kambos were taken at \$1.75, Krant Pulais \$7, Bruangs \$2.10 and Pusing Bharus 17/6. Rahman Tins have buyers at \$14 and Royal Johores \$1.15.
General.—Riley Hargreaves have jumped from \$102.50 to \$110, closing firm. Shells have risen further and are wanted at \$5.88. Fraser and Neaves are in good demand with no sellers under \$60. Howarth Erskines Ordinary could be placed at \$40 and Steamships \$250. Straits

To day's Advertisement
THE HONGKONG AND WHAMPOA DOCK CO., LTD.

NOTICE is hereby given that an Extraordinary General Meeting of the Hongkong & Whampoa Dock Company, Limited, will be held at the Company's Office, Queen's Building, Victoria, Hongkong, on MONDAY, the 2nd day of April, 1912, at 12 o'clock, noon, when the following extraordinary resolution will be proposed:—
"That the Articles of Association be altered in manner following:—
1. That the following article be inserted after Article 32, namely 32a:—
"Article 32a. A fee not exceeding \$1 may be charged for every new certificate issued whether consequent on a transfer or on the splitting up of an existing certificate and shall be required by the Directors to be paid before the issue of the new certificate."
2. That the first three and a half lines of Article 43 ending with the word "Company" be struck out and the following words substituted therefor:—
"A General Meeting shall be held in every year at such time and place as the Directors may determine. Such meeting shall be called the "Ordinary Yearly Meeting."
3. That the following words be struck out of the following Article:—
a. The words "and an Ordinary half yearly meeting" out of line 1 of Article 52.
b. The words "or half yearly" out of the line 4 of Article 52.
c. The last word of line 8 and the first word of line 9 of Article 52.
d. The words "and also at every ordinary half yearly meeting" in line 1 of Article 107.
e. The word "half" in the line 1 of Article 110.
4. That the words "the Directors" shall be struck out of line 2 of Article No. 111 and the following words substituted therefor: "the Company in General Meeting except that the remuneration of any auditors appointed to fill any casual vacancy may be fixed by the Directors."
Should the above resolution be passed by the required majority, it will be submitted for confirmation at a special resolution to a second extraordinary general meeting which will be subsequently convened.
By Order of the Board,
WM. JOLLY,
Secretary.

Dated the 15th April, 1912

Public Companies.

CHINA TRADERS' INSURANCE CO., LTD.

Notice to Shareholders.

NOTICE is hereby given that the Forty-Sixth Ordinary Yearly Meeting of the Company will be held at its Head Office, No. 2, Queen's Building, Hongkong, on TUESDAY, the 23rd April, 1912, at 12.30 p.m., for the purpose of receiving the report of the Directors together with the statement of account to 31st December, 1911, and of declaring Dividends, etc.

The Transfer Books of the Company will be closed from 13th April to the 23rd April, both days inclusive.
By Order of the Board,
C. MONTAGUE EDE,
Secretary.

UNION INSURANCE SOCIETY OF CANTON, LTD.

Notice to Shareholders.

NOTICE is hereby given that the Thirty-Ninth Ordinary Yearly Meeting of the Society will be held at its Head Office, No. 2, Queen's Building, Hongkong, on TUESDAY, the 23rd April, 1912, at Noon, for the purpose of receiving the report of the Directors together with the statement of account to 31st December, 1911, and of declaring Dividends, etc.

The Transfer Books of the Society will be closed from 18th April to the 23rd April, both days inclusive.
By Order of the Board,
C. MONTAGUE EDE,
Secretary.

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the TWENTY-THIRD ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Office, St. George's Building, on SATURDAY, the 4th May, 1912, at 12 o'clock, Noon, for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 28th February, 1912, and electing Directors and Auditors.

The Transfer Books of the Company will be closed from the 28th April to the 4th May, 1912, both days inclusive.
By Order of the Board of Directors,
GIBB LIVINGSTON & CO.,
Agents.

Dated the 15th April, 1912

To Sail
THE AMERICAN & MAN-CHURIAN LINE FOR NEW YORK.

(With Liberty to call at the Mainbar Coast.)

THE Steamship "MATOPPO."

Captain Dorman, will be despatched for the above port on or about WEDNESDAY, 16th May.

For Freight and further information, apply to

THE GENERAL LINE, LTD.,
General Agents.

Hongkong, 15th April, 1912. [309]

Regular Steamship Service

FOR NEW YORK.

(With Liberty to call at the Mainbar Coast and to proceed via the Cape of Good Hope.)

S.S. "MONTROSE" on or about

28th April.

For Freight and further information, apply to

DODWELL & CO., LTD.,
Agents.

Hongkong, 10th April, 1912 [289]

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking cargo on Through Bills of Lading to Rangoon, Madras, and Mauritius.)

THE Steamship "CATHERINE APCAR."

Captain E. W. Lam, will be despatched for the above ports on SATURDAY, the 20th April, at 1 p.m.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD.,
Agents.

Hongkong, 15th April, 1912. [301]

NOTICES

DIRECCAO DAS OBRAS PUBLICAS DE MACAU.

THE Macao Public Works Department will, up to 12 o'clock (noon) of the 10th day of the coming month of May, receive proposals for the erection of eight (8) dwellings, houses, under the following conditions:—

1st.

The bidder shall present detailed and complete designs of the construction type that he proposes to erect, reserving himself to the lot which is disposed for the effect, figured in the Plans which may be seen at the Portuguese Consulate in Hongkong and at the Public Works Department in Macao.

2nd.

The type of the buildings will be subordinated only to the following characteristics:

(a) Each house shall consist of ground-floor, built on a terrace, and first floor;

(b) It will be dedicated for family lodgings and shall contain from 6 to 8 interior apartments. Outside the building there shall be the necessary out-houses;

(c) All houses shall be isolated and independent and shall be provided with gardens and yards where the said out-houses shall be situated; Twinhouses, that is, those equal to one another and symmetrical, forming only one lot of the building, will be admitted, provided they are absolutely independent.

3rd.

Each proposal must consist of:

(a) Complete design (Plans, Elevations and detailed description of the works);

(b) Specifications of the execution;

(c) Price of each complete building.

4th.

Within thirty days reckoned from the date on which the resolution of the proposals of the classification in list of the competitors will be published, the same way and in the same place as the present notices are no claims will be admitted on the classifications.

5th.

The conditions for preference are:

(a) Price per square metre of dwelling;

(b) Esthetic and hygienic of the buildings;

(c) Time taken for the conclusion of works;

6th.

Designs whose price for each complete building (condition 3rd) exceeds five thousand dollars (\$5,000) cannot be considered. By building here is meant the house defined in a and b (condition 3rd).

7th.

To the competition classification in the first place, the adjudication for the erection of the buildings will be granted; the next will be awarded a prize of \$500 and the third the prize of \$250.

8th.

All the designs presented will remain in and become the possession of the Macao Public Works Department.

Public Works Department, Macao, 6th April, 1912.

A. P. de MIRANDA GUEDES,
Director of Public Works.

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E. C. WILKES, M.I. Arch., E.A.M.N.A.,
Consulting Engineer and Surveyor for construction, Valuer and Assessor for the purchase, or sale, of Steamships or Land.

ALFRED A. BOWLING, 2nd Floor,
29, Queen's Road, Hongkong.

Hongkong, 15th April, 1912. [280]

Banks
INTERNATIONAL BANKING CORPORATION.

Depository of the U.S. Government in the Philippine Islands and the Republic of Panama.
Head Office—60, Wall Street, New York.
London Office—36, Bishopsgate, E.C.

BRANCHES:

Bombay, Calcutta, Canton, Cebu, Hankow, Hongkong, Kobe, London, Lyons, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

Capital and Reserve \$1,000,000,000.

INTEREST ON DEPOSITS: 4½ per cent. for 3 months, 5 per cent. for 6 months, 6 per cent. for 12 months, and 7 per cent. for 18 months, all subject to the usual terms of deposit.

CURRENT ACCOUNTS opened on the usual terms.

LETTERS OF CREDIT AND DRAFTS granted on all the principal cities in the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE AND SALE OF Stocks and Shares effected.

The Officers of the Bank are bound not to disclose the transactions of any of its customers.

GEORGE HOGG,
Manager.

9, Queen's Road, Hongkong.
Hongkong, 22nd March, 1912. [19]

THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1887.

AUTHORIZED CAPITAL Yen 48,000,000.

PAID-UP CAPITAL " 30,000,000.

RESERVE FUND " 17,000,000.

Head Office—YOKOHAMA.

Branches and Agents at

Antung-Hsien, Nagasaki, Bombay, New York, Calcutta, Osaka, Chongking, Peking, Hankow, Rangoon, Hongkong, Shanghai, Kobe, Tientsin, Lyons, Tokyo.

INTEREST ALLOWED ON CURRENT ACCOUNTS.

Deposits received for fixed periods at rates to be obtained on application.

TAKEO TAKAMICHI,
Manager.

Hongkong, 1st April, 1912. [18]

Consignees

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ LUDWIG,"

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of C. I. m, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 24th April, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th April, at 9.30 a.m.

All claims must reach us before the 30th April, 1912, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be counter-signed by the undersigned.

NORDEUTSCHER LLOYD, MELOHERS & CO., General Agents.

Hongkong, 17th April, 1912. [7]

PARTICULARS AND CONDITIONS OF THE OFFERING BY PUBLIC AUCTION SALE, to be held on MONDAY, the 22nd day of April, 1912, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND adjoining Island Lots Nos. 54 and 1558 in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

The Lot is situated in the Boundary Measurements.

Area, 1/2 acre, 1/4 acre, 1/8 acre, 1/16 acre, 1/32 acre, 1/64 acre, 1/128 acre, 1/256 acre, 1/512 acre, 1/1024 acre, 1/2048 acre, 1/4096 acre, 1/8192 acre, 1/16384 acre, 1/32768 acre, 1/65536 acre, 1/131072 acre, 1/262144 acre, 1/524288 acre, 1/1048576 acre, 1/2097152 acre, 1/4194304 acre, 1/8388608 acre, 1/16777216 acre, 1/33554432 acre, 1/67108864 acre, 1/134217728 acre, 1/268435456 acre, 1/536870912 acre, 1/1073741824 acre, 1/2147483648 acre, 1/4294967296 acre, 1/8589934592 acre, 1/17179869184 acre, 1/34359738368 acre, 1/68719476736 acre, 1/137438953472 acre, 1/274877906944 acre, 1/549755813888 acre, 1/1099511627776 acre, 1/2199023255552 acre, 1/4398046511104 acre, 1/8796093022208 acre, 1/17592186044416 acre, 1/35184372088832 acre, 1/70368744177664 acre, 1/140737488355328 acre, 1/281474976710656 acre, 1/562949953421312 acre, 1/1125899906842624 acre, 1/2251799813685248 acre, 1/4503599627370496 acre, 1/9007199254740992 acre, 1/18014398509481984 acre, 1/36028797018963968 acre, 1/72057594037927936 acre, 1/144115188075855872 acre, 1/288230376151711744 acre, 1/576460752303423488 acre, 1/1152921504606846976 acre, 1/2305843009213693952 acre, 1/4611686018427387904 acre, 1/9223372036854775808 acre, 1/18446744073709551616 acre, 1/36893488147419103232 acre, 1/73786976294838206464 acre, 1/147573952589676412928 acre, 1/295147905179352825856 acre, 1/590295810358705651712 acre, 1/1180591620717411303424 acre, 1/2361183241434822606848 acre, 1/4722366482869645213696 acre, 1/9444732965739290427392 acre, 1/18889465931478580854784 acre, 1/37778931862957161709568 acre, 1/75557863725914323419136 acre, 1/151115727451828646838272 acre, 1/302231454903657293676544 acre, 1/604462909807314587353088 acre, 1/1208925819614629174706176 acre, 1/2417851639229258349412352 acre, 1/4835703278458516698824704 acre, 1/9671406556917033397649408 acre, 1/19342813113834066795298816 acre, 1/38685626227668133590597632 acre, 1/77371252455336267181195264 acre, 1/154742504910672534362390528 acre, 1/309485009821345068724781056 acre, 1/618970019642690137449562112 acre, 1/1237940039285380274899124224 acre, 1/2475880078570760549798248448 acre, 1/4951760157141521099596496896 acre, 1/9903520314283042199192993792 acre, 1/19807040628566084398385987584 acre, 1/39614081257132168796771975168 acre, 1/79228162514264337593543950336 acre, 1/158456325028528675187087900672 acre, 1/316912650057057350374175801344 acre, 1/633825300114114700748351602688 acre, 1/1267650600228229401496703205376 acre, 1/2535301200456458802993406410752 acre, 1/5070602400912917605986812821504 acre, 1/10141204801825835211973625643008 acre, 1/20282409603651670423947251286016 acre, 1/40564819207303340847894502572032 acre, 1/81129638414606681695789005144064 acre, 1/162259276829213363391578010288128 acre, 1/324518553658426726783156020576256 acre, 1/649037107316853453566312041152512 acre, 1/1298074214633706907132624082305024 acre, 1/2596148429267413814265248164610048 acre, 1/5192296858534827628530496329220096 acre, 1/10384593717069655257060992658440192 acre, 1/20769187434139310514121985316880384 acre, 1/41538374868278621028243970633760768 acre, 1/83076749736557242056487941267521536 acre, 1/166153499473114484112975882535043072 acre, 1/332306998946228968225951765070086144 acre, 1/664613997892457936451903530140172288 acre, 1/1329227995784915872903807060280344576 acre, 1/2658455991569831745807614120560689152 acre, 1/5316911983139663491615228241121378304 acre, 1/10633823966279326983230456482242756608 acre, 1/21267647932558653966460912964485513216 acre, 1/42535295865117307932921825928971026432 acre, 1/85070591730234615865843651857942052864 acre, 1/170141183460469231731687303715884105728 acre, 1/340282366920938463463374607431768211456 acre, 1/680564733841876926926749214863536422912 acre, 1/1361129467683753853853498429727072845824 acre, 1/2722258935367507707706996859454145691648 acre, 1/5444517870735015415413993718908291383296 acre, 1/10889035741470030830827987437816582766592 acre, 1/21778071482940061661655974875633165533184 acre, 1/43556142965880123323311949751266331066368 acre, 1/87112285931760246646623899502532662132736 acre, 1/174224571863520493293247799005065324265472 acre, 1/348449143727040986586495598010130648530944 acre, 1/696898287454081973172991196020261297061888 acre, 1/1393796574908163946345982392040522594123776 acre, 1/2787593149816327892691964784081045188247552 acre, 1/5575186299632655785383929568162090376495104 acre, 1/11150372599265311570767859136324180752990208 acre, 1/22300745198530623141535718272648361505980416 acre, 1/44601490397061246283071436545296723011960832 acre, 1/89202980794122492566142873090593446023921664 acre, 1/178405961588244985132285746181186892047843328 acre, 1/356811923176489970264571492362373784095686656 acre, 1/713

SPORT.

THE BOXING TOURNAMENT.

REFLECTIONS AND CRITICISMS.

By Naverian:

I have been button-holed several times during the week by those aware of my identity and asked what I thought of the management of the recent boxing tournament at the V.R.C. Well, I state now, as I stated then, that the management was faultless as far as management went. I think my interrogators really referred to the poor entries for the honours and prizes that were to be won. The old story of taking the horse to the well is most apposite in this instance. In so much as you cannot make the horse drink you cannot make people fight if they don't wish to. This is precisely what has happened in regard to the V.R.C. tournament. The management did all it could; it invited likely boxers to enter for the events. Again, the gentlemen in the Colony who take an interest in the sport, and who never hesitate either to provide prizes, or subscribe to them, put their hands into their pockets for money for cups and medals well worth winning and a delightful source for reflection in the days to come when men wish they had the youth they possessed when they chased the vanquished round the ropes for the trophy.

Why so Few Bouts.

I cannot positively say why the number of bouts was below expectations, but I am informed by several correspondents that the civilians, for the most part, when they heard of the likelihood of soldiers and sailors entering suddenly developed cold feet. Now, if this is the case, it indicates not only pusillanimity, but also want of courtesy and appreciation, because the fact must not be forgotten that we owe much to these boys for the peace of the Colony in which we live, and for that greatness among nations which our country holds. From what I saw of the soldiers and sailors, they were clean and sportsmanlike fighters, and any mistakes that were made were not so much attributable to the judges. On several occasions there was some nasty clinching and Maher was about the most guilty in this respect but unconsciously. In the excitement of the moment, either of two combatants is liable to transgress the laws governing the game, and though they in one sense cannot be blamed for this transgression, it would not be fair to allow the man adopting these tactics, however unconsciously he might do so, to act in a manner which would be to the disadvantage of the man fighting the cleaner fight. On one or two occasions, the referee might certainly, in the interests of good boxing, have been more exacting in regard to the rule governing clinching. But these were not the only instances where official interference was necessary. From a clinch, both men, I believe, are compelled to step two paces back before being in full power to strike. I saw one or two nasty digs distributed from the "break away."

Hayes A Crack-a-Jack.

Referring to the bouts I cannot but indulge in superlatives to describe what I think of Hayes. I am not going to state that he showed commendable ringcraft, because I am too well aware that it is this quality that he lacks most. But for gameness I can safely say — and I am speaking after fifteen years' constant association with boxing at home — that a gamer I never saw "don the muffs." He was out for "all or nothing" at the old racing saying goos, and it was a treat to witness such a genuine trier as Hayes. He most deservedly secured the Feather Weight Championship, and I wish him luck.

Maher fought well, but the "right" of Hayes was too much for the local lad. This youngster has a good future if he will only keep his head and trust to his ringcraft more than to protective

clutches. He is, I am told, the protégé of Kelly, and if that is so, the Buffalo Kid can give him tips worth knowing. Yes, a good lad in the hands of a good lad, should become a bit formidable.

The Latham-Smith Joke.

I think that one of the strangest finishes, any the funniest finish, for funny it was, was that which occurred in the fight between Latham and Smith. Who has even before witnessed an encounter in which the man who is all over the winner could not continue through exhaustion caused by thumping his opponent. It was laughable. Smith had knocked Latham round the ring until he could not thump him any longer, and though the latter had been several times on the floor and had suffered terrible punishment, he was still on his feet swaying round the ring, and smilingly asking for more. Smith was asked by the referee to continue the fight, but he was physically incapable of giving another dig though he had only to keep on his feet a matter of a few seconds and all would have been over and he would have been the proud possessor of the cup. It was not to be, and Latham, through nothing but gameness and stamina, secured the favour of both judges. I can, without doing Latham an injustice, inform him that he has a lot to learn before he will make any name as a boxer.

The tournament was a praiseworthy one, and it is to be hoped that the V.R.C. will hold many more no less successful than that of Saturday evening.

St. Stephen's College Sports.

The management committee of St. Stephen's College sports is to be very heartily congratulated on the success of yesterday's event on the race-course. The sport was good and the events were well arranged, could be followed with interest, and were run punctually. The management committee of other functions of that particular kind can with profit emulate this body of gentlemen in running events to time.

PLATFORM PHRASEOLOGY.

An old Hand's Experiences.

In a lecturing experience covering a full score of years, I have often been struck by a correspondent of a Home paper, with the sameness of the phrases used in the formal part of the proceedings. The chairman almost always begins by saying, "My duties to-night are very simple. I have to introduce the lecturer for the evening, and it would ill become me to stand between you and him, but I may just say," &c., for perhaps ten minutes, and then, "But it isn't me you've come to hear, so I call upon Mr. — to address you." I have heard that speech hundreds of times. Also the other at the end of the lecture, when someone rises with "very great pleasure" to move a vote of thanks for "the interesting and instructive lecture to which we have listened. We have had many good lectures in this room, but the one we had to-night is the best we have ever had, and I trust we shall have the opportunity of hearing the lecturer again at no distant date." Then another "seconds" the resolution "so ally proposed by the mover." Finally, when no one has been appointed to the duty, but in the nick of time, one gets up and says, "It would be very remiss on our part to separate without thanking the chairman for presiding." These exact phrases are used with scarcely a variation in places as places scores of miles apart.

There is the same sameness even at election meetings. How often has one heard the mover of the fit-and-proper resolutions express the hope "that no stone will be left unturned to secure the return of our candidate." Probably not one in a hundred has the least idea why they should go about turning stones, but it is the thing to say. Another phrase common at such times is, "With a long pull, a strong pull, and a pull altogether we shall win a great and triumphant victory." The peroration is that "we shall return our candidate at the head of the poll by an overwhelming majority."

POST OFFICE.

Only fully prepaid letters and post-cards are transmissible by the Siberian Route to Europe. Letters for this route should be superscribed via Siberia.

The Parcel Post system to the following places in China is for the present suspended:—Hupeh, Hunan and Tongyueh.

MAILS VIA SIBERIA.

Left London. Due Shanghai.
March 20. April 5.
March 21. April 9.
March 27. April 12.
March 30. April 16.

MAILS DUE.

American, Manchuria, 20th inst.
Siberian, Chinkua, 21st inst.
American, Mongolia, 7th prox.

MAILS CLOSE.

Australian Mail.
Philippine Islands, Australia, Yapt, Frijolero, Wilhelmshafen, Rabaul, Harbertshole, Matup, Australia and New Zealand via Brisbane—Per Prinz Waldemar, 20th April, 8 a.m.

Batavia, Samarang and Sourabaya—Per Tjibodas, 20th April, 11 a.m.
Straits and India via Calcutta—Per C. Apear, 20th April, noon.
Philippine Islands—Per Yuensang, 20th April, 1 p.m.

Macao—Per Sui Tai, 19th April, 1.15 p.m.
Japan via Kobe, Canada Seattle Tacoma United States and Portland—Per Rykji, 20th April, 10 a.m.

Swatow—Per Pisanak, 20th April, 11 a.m.
Straits, Borneo, and India via Calcutta—Per Jinsen-maru, 20th April, 11 a.m.
Manila, Iloilo and Cebu—Per Zafiro, 20th April, 3 p.m.

Liburnia and Sandakan—Per Mausing, 25th April, 3 p.m.

Shanghai, North China, Japan, United States, South America and Canada via Vancouver (Europe via Seattle)—Per Empress of India, 20th April, 6 p.m.

Swatow—Per Dai-mun, 21st April, 9 a.m.
Swatow, Amoy and Foochow—Per Dai-mun, 21st April, 9 a.m.
Macao—Per Sui Tai, 21st April, 1.15 p.m.

Philippine Islands, Australia, Tasmania and New Zealand—Per Changha, 22nd April, 3 p.m.

Shanghai, North China, Japan via Moji, Victoria and United States via Seattle—Per Awa-maru, 23rd April, 10 a.m.
Swatow, Amoy, Formosa and Poochow—Per Hsiao, 23rd April, 10 a.m.

Shanghai, North China, and Japan via Kobe—Per Kutsang, 23rd April, 10 a.m.

Straits and Ceylon—Per Atsuta-maru, 23rd April, 11 a.m.

Saigon, Straits, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Marseilles. (Letters posted in all the Pillar Boxes in time for the first departure will be included in this contract mail.) (Late Letter 11.00 a.m. to Noon. Extra Postage 10 cents.)—Per Polyneiden, 23rd April, 11 a.m.

Philippine Islands—Per Kaifong, 23rd April, 3 p.m.
Fort Bayard, Haiphong and Pakhoi—Per Sikiang, 24th April, 8 a.m.

Swatow—Per He-man, 24th April, 10 a.m.

Weihaiwei and Tientsin—Per Cheong-shing, 24th April, 11 a.m.
Shanghai and North China—Per Kwong-sang, 25th April, 11 a.m.

Shanghai and North China—Per Chinkua, 26th April, 3 p.m.
Swatow, Amoy, Formosa and Poochow—Per Haiyang, 26th April, 10 a.m.

Batavia, Samarang, Sourabaya, and Macassar—Per Tjibodas, 26th April, 11 a.m.

Weihaiwei and Tientsin—Per Hui-chow, 26th April, 3 p.m.

Tientsin and Chefoo—Per Kiukiang, 26th April, 8 p.m.

Timor, Australia, Tasmania and New Zealand—Per St. Albans, 27th April, 10 a.m.

Straits and India via Calcutta—Per Namtang, 27th April, 10 a.m.

SHIPPING NEWS.

The Dodwell Line s.s. Montrose sailed from Shanghai to-day, and is due here on the 22nd inst.

The P. M. s.s. Minnesota left Manila for this port on the 18th inst., and is expected on the 20th inst.

The J. G. M. s.s. Prinz Sigismund, which left here on the 23rd ult., at 5 p.m., arrived at Sydney on the 17th inst., at 4 a.m.

The O. S. K. s.s. Panama Maru from Tacoma left Shanghai for this port on the 19th inst., and is expected on the 22nd inst., a.m.

The N. Y. K. s.s. Kitano Maru, European Line, left Singapore for this port on the 19th inst., and is expected on the 24th inst., a.m.

ARRIVED.

Landrat Scheiff, Ger. s.s., 1,016, Bruger, 18th April—Bangkok and Hoihow 17th April, Gen.—S. & Co.

Triumph, Ger. s.s., 769, Langschwager, 15th April—Tonkino and Hoihow 17th April, Gen.—J. & Co.

Astrea, Br. cruiser, 4,360, E. B. Kid-die, 18th April—Shanghai 15th April.

Prinz Waldemar, Ger. s.s., 1,757, H. Bremer, 18th April—Japan 1st April, Gen.—M. & Co.

Kutsang, Br. s.s., 4,895, R. C. D. Bradley, 19th April—Calcutta, Straits and Singapore 13th April, Gen.—J. M. & Co.

Kaifong, Br. s.s., 987, J. V. Sidford, 19th April—Manila, Iloilo and Cebu 16th April, Hainp.—U. & S.

Telemachus, Br. s.s., 1,340, Fraser, 19th April—Saigon—14th April, Gen.—Wo Fat Sing.

Too Sui, Br. s.s., 981, P. N. Marcussen, 19th April—Bangkok 10th April, Rice.—A. Buno.

Hoihow Br. s.s., 896, J. A. McCulloch, 19th April—Canton 18th April, Gen.—B. & S.

Japan, Br. s.s., 6,018, A. Stewart, 19th April—Kobe and Moji 14th April, Gen.—D. S. & Co.

Jinsen Maru, Jap. s.s., 2,347, M. Maehida, 19th April—Kobe 12th April, Gen.—N. Y. K.

Koerber, Aust. s.s., 5,000, A. Foresti, 19th April—Shanghai 16th April, Gen.—S. W. & Co.

Baron Lander, Br. s.s., 2,140, McAlister, 19th April—Sampa W.S.A. and Kobe 25th Jan., Phosphate.—D. S. Co.

Haimun, Br. s.s., 641, A. H. Stewart, 19th April—Swatow 18th April, Gen.—D. L. & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Borneo, for Kudat.
Mathilde, for Haiphong.
Aikoku-maru, for Hoihow.
Kyoto-maru, for Saigon.
Tamon-maru, for Chienampo.
Germania, for Sydney.
Haiching, for Poochow.
Empress of India, for Victoria.
Hainkang, for Shanghai.
Fooling, for Manzanilla.
Prinz Waldemar, for New Zealand.
Jinsen-maru, for Calcutta.
Hoihow, for Shanghai.
Sungking, for Hoihow.
Kageshima-maru, for Yokohama.
Koerber, for Trieste.
Coff, for Canton.
Triumph, for Canton.

DEPARTED.

April 19.
Glenstar, for Shanghai.
Hong Won I, for Amoy.
Haiching, for Poochow.
Dahmania, for Shanghai.
Linau, for Canton.
Kyoto-maru, for Saigon.
Kageshima-maru, for M. J.
Mathilde, for Haiphong.
Sungking, for Haiphong.
Fooling, for Japan.
Curonia, for Amoy.
Quarta, for Saigon.
Protivians, for Manila.
Borneo, for Kudat.

PASSENGERS ARRIVED.
Per s.s. Kutsang, arrived 19th April from Calcutta, &c.:—

Callopelo, Ch. T. Molinis, Mrs. Clerk, Mrs. L. Miller, Mr. & Mrs. Folsom, Miss Ida O. Miller, Master C. Knigge, Captain Morris, H. Lok Yee-koo, Mrs. Schoemann, F. Lok Sam-ko, Mrs. W. Lapp, Mr. & Mrs. Tsin Shik-p'o, G. T. Molinis, W. M.

Per s.s. Kaifong, arrived 19th April from Manila:—
Adron, T. K. Kuanber, Mr. and Dunnell, Miss L. G. Mrs. Dryden, Mr. & Mrs. McKelvey, Misses James, D. M. M. C. L. & Hopkins, K. M. T. L. Jalring, Mr. and Mathews, A. Mrs. Q.

April 18th at
10 a.m. 4 p.m.
Barometer 80.04 80.00
Temperature 66 76
Humidity 89 72
Rain — —

VESSELS IN PORT.

STEAMERS.

Aikoku Maru, Jap. s.s., 2,466, F. Yoshikawa, 17th April—Moji 10th April, Gen.—M. B. K.

Aya Maru, Jap. s.s., 8,912, D. Shimidzu, 14th April—Shanghai 11th April, Gen.—N. Y. K.

Cambric, Br. s.s., Skelton, 14th April—New Port 16th Feb., Cont.—B. & Co.

Catherino Apear, Br. s.s., 1,730, L. W. Hamlyn, 14th April—Calcutta and Ports 28th Mar., Gen.—D. S. & Co.

Changsha, Br. s.s., 1,498, E. Finlayson, 16th April—Australia via Ports 18th Mar., Gen.—D. S. & Co.

China, Am. s.s., 3,136, Emory Rice, 9th April—San Francisco 12th Mar., Mail and Gen.—P. M. S. S. Co.

Daigi Maru, Jap. s.s., 846, Y. Somakawa, 17th April—Tamsui, via Amoy and Swatow 15th April, Gen.—O. S. K.

Unichi Maru, Jap. s.s., 1,952, T. Nakamura, 18th April—Karatun 12th April, Coal—Order.

Empress of India, Br. s.s., 5,940, E. Beetham, 30th Mar.—Vancouver 7th and Shanghai 27th Mar., Mails and Gen.—O. P. R. Co.

Hangsang, Br. s.s., 1,359, S. Wilde, 18th April—Canton 17th April, Gen.—J. M. & Co.

Li-cum, 1,072, W. C. Barclay, 12th April—Manila 9th April.

M. S. Dollar, Br. s.s., 2,716, M. Ridley, 18th April—Cebu 9th April, Copra and Sugar—Uny, Dollar Co.

Madara, Br. s.s., 2,503, Robt. S. Horeley, 14th April—Barry Dock 24th Feb., Coal—Bank Line.

Mausang, Br. s.s., 1,644, Weigall, 15th April—Sandakan 8th April, Gen.—J. M. & Co.

Muyo Maru, Jap. sailing ship, 277, K. Asari, 12th April—Takao and Formosa 9th April, Ballast—Order.

On Sang, Br. s.s., 1,787, A. G. Smith, 13th April—Chinwanan 6th April, Gen.—J. M. & Co.

Pitsauluk, Ger. s.s., 1,767, D. R. mers, 15th April—Bangkok 6th April, Rice—B. & S.

Rygi, Br. s.s., 3,817, E. Meyer, 15th April—Manila 13th April, Gen.—Bank Line.

Sexta, Ger. s.s., 992, Jensen, 14th April—Bangkok 7th April, Gen.—Kin Ty Lung.

Tjibodas, Dutch s.s., 2,553, Bouman, 12th April—Amoy 10th April, Gen.—J. O. J. L.

Volms, Br. s.s., 2,995, Wilton, 14th April—Tsingtau 7th April, Bulk oil.—A. P. & Co.

Yatsing, Br. s.s., 1,424, S. J. Payne, 17th April—Tsingtau 10th April, Gen.—J. M. & Co.

Yuensang, Br. s.s., 1,128, P. H. Rolfe, 16th April—Manila 13th April, Gen.—J. M. & Co.

Zafiro, Am. s.s., 2,000, H. C. Smith, 13th April—Manila 10th April, Gen.—S. T. & Co.

PASSENGERS DEPARTED.
Per s.s. Lutzow, sailed on 17th April, for Singapore, &c.:—

Adron, Lyman, G. G. Achenberg, A. Lachey, W. H. Barrell, W. Lung Yok-San, Burn, D. Luag Wah, Long, C. C. Jose, A. P. du Frasier, S. B. Li Guan-choo, Bram, A. R. Li Loi, Chan Ah Keng, Lam Loo, Chayhool, C. F. Michael, S. Carr, B. Marleau, O. A. Caldwell, G. A. McKean, H. A. Carrother, Miss M. Matheson, Miss Chong, S. Mrs. Miss T. J. Chan Peng-long, Morrison, C. J. Chu King, Mrs. Neok, E. Deibel, Mr. & Mrs. Nan Pei, S. H. Nan Pei, R. Doyle, Mr. & Mrs. Nan Pei, H. Fells, T. Neo Hing, Fan Hoi-hun, Mr. Palen, Mr. & Mrs. A. E. and Mrs. Ritchey, S. Franson, Capt. Rehboldt, Mrs. Foong Kwang-chen, Scharlach, Mr. & Mrs. Forrester, T. M. Gals Meng-hap, Smith, D. N. Gale, Miss Stewart, G. R. Hank, Sover-ice Shitzer, E. Haasson, Mrs. Townsend, Miss A. Ho Ting, Tam Tong-cheang, Haddis, F. Tai Sit-koon, Halebring, F. Tom Yuen-tow, Hall, B. L. Wenklor, A. Leon, M. C. Wai Kung, King, E. W. Wood, Miss M. A. Koch, B. Yau Chen, Kntreer, A. Li Fook

Mail Steamers.

THE PENINSULAR AND ORIENTAL S. N. CO.

Will dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARK
SHANGHAI, MOJI, KOBE & YOKOHAMA	Borneo Capt. W. H. S. Hall	About 22nd April	Freight and Passage
SHANGHAI	Oriental Capt. G. W. Cockman, R.N.N.	About 25th April	Freight and Passage
LONDON, via USUAL PORTS OF CALL	Assaye Capt. G. W. Cockman, R.N.N.	Noon, 27th April	
LONDON & ANTWERP, via SUEZ, PANAMA, COLON, PORT SAID AND MARSEILLES	Namur Capt. F. E. Andrews, R.N.N.	About 1st May	Freight and Passage

For further particulars, apply to E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 19th April, 1912.

NORDDEUTSCHER LLOYD. BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL ON
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	Kielst Capt. L. Maass	17,000 TUESDAY, 20th April, at Noon.
SHANGHAI, TIENTAU, KOBE and YOKOHAMA	Bulow Capt. H. Formes	16,900 About THURSDAY, 2nd May.
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	Prinz Waldemar Capt. H. Bremer	6,700 SATURDAY, 20th April, at 9 a.m.
KOBE & YOKOHAMA	Coblentz Capt. L. Klugkist	6,750 About FRIDAY, 3rd May.
RUDAT & SANDAKAN	Borneo Capt. F. Sembill	6,750 Middle of May.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

NORDDEUTSCHER LLOYD MELCHERS & CO., GENERAL AGENTS, HONGKONG and CHINA.

Hongkong, 18th April, 1912.

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Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND POOCHOW AND RETURN. (Occupying 9 to 10 days.)

STEAMSHIPS. CAPTAIN. LEAVING.
Haitan J. S. Bosch TUESDAY, 26th April, at 11 a.m.
Haiyang J. W. Evans FRIDAY, 26th April, at 11 a.m.

FOR SWATOW AND RETURN. (Occupying 3 days.)
Haimun ... [A. H. Stewart] WEDNESDAY, 24th April, at 11 a.m.

Steamers will arrive at, and depart from, the Co.'s Wharf near Blake Pier. For Freight and Passage, apply to Douglas, Lapraik & Co., General Managers.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
St. Albans	5th April	27th April

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to Gibb, Livingston & Co., Agents.

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